號二十月九年七十八百八千一英

Notices of Firms.

NOTICE.

Mr. KENNETH DOUGLAS ADAMS AND

Mr. James Lyon Playfair Sanderson, at

Foochow, Canton, Macao and London, under the Style of BIRLEY & Co., EXPIRED

on 28th February last through effluxion of

NESS at Foochow, is being carried on by

NUTIOE

TYPE Have authorized Mr. A. MACCLY-

MONT to Sion the Name of our

JARDINE, MATHESON & Co.

Hongkoug, September 1, 1887. 1679

Intimations.

DOUGLAS STEAMSHIP COMPANY,

LIMITED.

11HE Ordinary General MEETING of

Company will be held at the Office of

24th Instant, at Noon, for the purpose of

receiving the Report of the General Man-

agers, together with a Statement of Accounts

The Transfer BOOKS of the Company

DOUGLAS LAPRAIK & Co.,

will be CLOSED from the 16th to the 24th

POSTPONEMENT OF MEETING OF

MARINE LOT-HOLDERS.

MARINE LOT-HOLDERS and to the

ATTORNEYS and AGENTS of absent Marine

Lot-Holders that the MERTING proposed to

be held at the City Hall on SATURDAY NEXT,

gard to the Important Interests concerned,

be USEFULLY held on that day, and he begs

that the MARINE LOT-HOLDERS and their

REPRESENTATIVES WILL MEET HIM at the

same place on SATURDAY, the 1st Octo-

her next, at 2.30 p.m., instead of on the

Mr. CHATER has, in response to his In-

day originally applinted,

views of the Government thereon.

Hongkong, September 16, 1887.

NOTIOE.

TAR. C. P. CHATER INVITES

IVI OWNERS and the Arronneys

West of the Swimming Bath, TO MEET

HIM in the CITY HALL, OD SATURDAY,

the 1st October, at 2.30 p.m., for the pur-

-pose of considering and-discussing the Pro-

extending from the Gas Works to the Swim-

ming Bath, submitted by him to the

Government in his letter to the Acting

Colonial Secretary of the 13th July, 1887.

and approved of by the Government with

forth in the Acting Colonial Secretary's

letter to Mr. CHATER of the 11th August

These Letters were published in the local

papers on Friday and Saturday, the 12th

and 13th August, and copies of them and

of this invitation have been posted to every

Marine Lot Holder resident in the Colony.

and to the Agent or Attorney of every

absent Marine Lot Holder whose name and

· The Plan, dated 6th August last, referred

to in the Acting Colonial Secretary's letter

is, from this date, on exhibition in the

room of the Chamber of Commerce at the

It shows the minimum quantity of re-

Mr. O. P. CHATER will be glad to Receive-

(a.) Objections to the scheme in whole or

communications in writing from all persons

t for the Reclamation of the Foreshore

the 17th Instant, CANNOT, with due re-

General Managers.

Hongkong, September 14, 1887.

the Undersigned, on SATURDAY, the

SHAREHOLDERS in the above

Foochow, September, 1887.

Firm per Procuration from this date.

SANDERSON & Co.

under the Style of

HONGKONG, THURSDAY, SEPTEMBER 22, 1887.

Established February, 1845.

Business Notices.

HAVE JUST RECEIVED

New Consignments THE LAMP BELGE, TABLE AND HANGING LAMPS

giving a Light equal to 40 standard candles at a cost of Iess than a farthing per hour.

SEVERAL PRETTY DESSERT AND DINNER SETS, AND FAIRY LAMPS. --

TOILETS SETS AND TOWELS.

SUITON'S ENGLISH AND CALCUTTA FLOWER AND VEGETABLE SEEDS.

SPADES, RAKES, TROWELS AND SYRINGES. LADIES' GARDENING SETS, &c.

LANE, CRAWFORD & Co. Hongkong, September 20, 1887.

Tailors, Hatters, Shirtmakers & General Outfitters, QUEEN'S ROAD (OPPOSITE HONGKONG HOTEL).

EWGOODS

JUST OPENED:

BROWN FELT HATS. CALCUTTA PITH HATS.

MAR. C. P. CHATER gives Notice to the NEW COLLARS AND SHIRTS.

THIN WATERPROOF

SUITS (in Case). Hengkong, September 3, 1887.

Victoria Elotel, Praya and Queen's Road Central, Hongkong.

vitation, received many valuable Suggestions and Amendments and has been pro-THIS Extensive and well-appointed Establishment, situated in one of the most central mised many more, and he needs further and airy positions in the Colony and commanding a splendid view of almost time to examine them and to obtain the the entire harbour and within five minutes walk of the principal Government Offices (including the Post Office), Banks, &c , has recently been much enlarged and improved and is now one of the principal Horses in the place,

The ROOMS are apacious, wall ventilated and have just been refurnished in a most comfortable and handsome manner, suited to the requirements of the Far East. The Accommodation and Service of every kind will be found to be of the best description. An ample and varied TABLE D'HOTE is always provided and served in the apacious, large Dining Hall. ACENTS of absent Owners of Marine Lots

The HOTEL also contains handsome and comfortable Reception, READING, BILLIARD and SNOKING ROOMS. The HOTEL is unsurpassed for comfort, convenience and quick service. Continental languages-are spoken.

Messrs. DORABJEE & HING KEE, Proprietors_ Hongkong, September 16, 1885.

J. COOK, Proprietor.

HE HOTEL IS CENTRALLY SITUATED AND WITHIN A FEW MINUTES' WALK FROM GOOD ACCOMMODATION FOR VISITORS. CHARGES MODERATE, TIFFIN at 1 o'Clock. DINNER at 7.30.

BILLIARD VENTILATED TIFFIN 50 CENTS. DINNER 75 CENTS. WINES, SPIRITS AND MALT-LIQUORS OF THE VERY BEST QUALITY ONLY. Hongkong, April 1, 1887.

POWELL & Co. Dr. JAEGER'S SANITARY WOOLLEN SYSTEM. THE HAVE RECEIVED A FULL SET OF SAMPLES OF MATERIALS

LADIES', CHILDREN'S AND GENTLEMEN'S

CLOTHING AND UNDERCLOTHING. of every description, and are prepared to take Orders on Commission. Terms and Particulars on application.

*VICTORIA EXCHANGE, August 19, 1887. TETEPHONE 21).

W. POWELL & Co.

Intimations.

THE CHINA & JAPAN TELEPHONE COMPANY, LIMITED. TANTED Two or THREE ROOMS in

HAROLD DOWSON. Agent.

4, Club Chambers. Hongkong, September 5, 1887.

----COMPANY, LIMITED

OFFICE, No. 5, QUEEN'S ROAD, PIRE BRICKS OF SUPERIOR QUALITY FOR SALE.

The following Testimonial has been received from F. W. CROSS, Esq., Manager,

ING their OFFICES and PRIVATE RE- made by you at your new works. In appearance the Brick is light and soft as compared with the ordinary Fire Brick used in the Colony, but this I may say is characteristic of the best English Fire

After a very severe test I have no hesitation in saying that this Brick is admirably suited to resist any degree of heat that i may be likely to undergo and for all purposes that Fire Bricks are used for. I am now about to build them into one of my Furnaces and have no doubt of their being able to stand as well as the English

Fire Bricks I have been naing,'

Hongkong, May 23, 1887.

THE PRINTED ORDERS referred to in the above Notification can be obtained GIBB. LIVINGSTON & Co.,

Government Agents. Hongkong, September 14, 1887. 1785 SAILOR'S HOME.

A MY Cast-off Chorning, Books, or Parens will be thankfully received at the Sailor's Home, West Point Hongkong, July, 25 1887.

日六初月八年亥丁

ING of SHAREHOLDERS in the 23rd September, at 5.15 p.m. sharp. above Company will be held at the Company's Office, No. 4, Club Chambers, on

at 3 p.m., for the purpose of receiving a Report of the Directors, together with a Statement of Account, and for the election CHAS. J. GAUPP & Co., . O'D. COURDIN, Jewellers, Gold & Silversmiths.

> VOIGTLANDER'S CELEBRATED .--BINOCULARS AND TELESCOPES. RITCHIE'S LIQUID AND OTHER COMPASSES. ADMIRALTY & IMRAY CHARTS,

English SILVER & ELECTRO-PLATED WARE. hristofie & Co.'s ELECTRO-PLATED WARE GOLD & SILVER JEWELLERY. in great variety.

counts will be Closed. By Order of the Board of Directors, DAVID GILLIES,

Hongkong, September 15, 1887. 1795

CHINESE, HONGKONG. INDER THE AUSPICES OF THE GOVERNOR OF

Intimations.

AUD SUNGHIE DUA

SAMANTAN-MINING COM-

PANY, LIMITED.

NOTICE TO SHAREHOLDERS.

HIHE Second Ordinary Yearly MEET

THURSDAY, the 20th September, 1887.

Hongkong, September 19, 1887.

HONGKONG AND WHAMPOA DOCK

NOTICE TO SHAREHOLDERS.

MONTRIBUTING SHAREHOLDERS

are requested to send in a STATEMEN

OF BUSINESS Contributed during the Half-

Year ended 30th June, 1887, on or before

the 30th Instant, on which date the Ac-

COMPANY, LIMITED.

of Directors and Auditors.

Rector-Hon. FRED. STEWART, M.A., LL.D.

COLLEGE OF MEDICINE FOR

Dean-Patrick Manson, M.D., LL.D. THE INAUGURAL ADDRESS will be delivered in the CITY HALL on SA-TURDAY, October 1st, 1887, at 3 p.m., by Dr. Patrick Manson. His Excellency the

The WINTER SESSION commences on Monday, October 3rd, 1887. Students are to Assemble at the ALICE MEMORIAL Hos-PITAL at 8 a.m.

CTING GOVERNOR in the Chair.

Professors, Lecturers & Demonstratous. Ambidance and Duties in the Field-Dep. - Surgeon-General Lewer, and the Officers, Army Medical Staff.

Anatomy-James Cantlie, M.A., M. B. Botany—CHARLES FORD, F.L.S. Chemistry - W. E. CROW, Esq. Dental Surgery-Herbert Poate, D.D.S.

and Joseph W. Noble, D.D.S. Demonstrator of Anatomy-A. DE C. SCAN-LAN, A.M.S., M.R.C.S., L.R.C.P. Forensic Medicine:-Medical Juris orudence-Ho KAL M.D. - C.M., M.R.C.S., BARRISTER-AT-LAW,

Toxicology—W. E. CROW, Esq.*
Hygiene and Public Health—Hugh M'CAL-LUM, Esq.* 🖖 🚐 Hygiene (Military)-Officers, Army Medical Materia Medica and Therapeutics—D. Gen-

Medicine-Patrick Manson, M.D., IL.D. Obstetrics and Gunecology-WM. Young, M.D. Ophthalmology-G. P. JORDAN, M.B., M.R. 6.1 Pathology and Morbid Anatomy-G. P. Jon DAN. M. B. M. R. C. S.

Physics - Rev. John Chalmers, M.A., LL.D. Physiology-Ho Kal, M.B., M.R. C.S. Surgery, Principles and Practice-James CANTLIE, M A., M.B., F.B.C.S. Surgery, Pathological and Special-G. P.

JORDAN, M.R., M.R.C.S. Surgery, Military-Officers, Army Medical *On obtaining permission of the Local Government.

Fzes for the Full Course—200 dollars payable in one sum, at the beginning of the first Winter Session. When paid in two sums, Fees are charged at the rate of 220 dollars. When paid-in-four sums, Fees are charged at the rate of 240 dollars. Two Belilios Scholarships, value 60, dollars a year each, to be held for two years. are bestowed upon Students of the College, studying at the Alice Memorial Hospital. Clinical Surgery, Medicine and Obstetries are taught daily in the Wards of the Alice Memorial Hospital. The average attend

ance of Patients at the Alice Memoria Hospital amounts to about 30,000 annually. Special arrangements have been made with the Principal Medical Officer of the Army Medical Staff to carry on the work of training Chinese for Medical Military Duty. For further information, apply to JAMES CANTLIE,

Hongkong, September 20, 1887.

Secretary to the College.

TEAK EYES—The sight in this case YY might be perfect for seeing both near and far, but the Eyes get quickly fired when reading or writing and are often very much affected by a strong light. These? cases are CURED by using Mr. LAZARUS'

No. 75, HONGKONG HOTELS, For a few days only, CONSULTATION FREE. -

NEAR SIGHT-Where the sight is only defective for seeing distant objects. Mr. LAZARUS' Speciacles enable the wearer to see objects at all distances perfectly and with safety. No. 75, HONGKONG HOTEL, For a few days only, CONSULTATION FREE.

OLD SIGHT—Vision only defective for reading and writing, all difficulties are removed and the sight restored as in Youth and with perfect case to the Eyes by using Mr. LAZARUS' SPECTACLES. ____No. 75, HONGKONG HOTEL, For a few days only,

CONSULTATION FREE. Mr. LAZARUS' TUNIO GLARE SPECTACLES give the greatest relief in most cases of Neuralgia and Dizziness caused

by excessive exposure and are the surest preventative of sunstroke. N. LAZARUS_By Special Appointment to H.E. THE VICEROY and GOVERNOR GENERAL of India. No. 75, HONGKONG HOTEL.

CONSULTATION FREE

Intimations.

THE HONGKONG ORICKET OLUB.

THE Annual MEETING for the pur-L pose of receiving the Committee's Report for the past season, and of passing the Accounts, and Electing the Committee and Officers for the coming season, will be held at the PAVILION, on FRIDAY, the ERNEST J. COXON,

Acting How. Secretary.

Chronomeier, . Watch & Clock Makers MAUTICAL, SCIENTIFIC AND METEOROFOGICAL

NAUTICAL BOOKS.

DIAMOND JEWELLERY, A Splendid Collection of the Latest London PATTERNS, at very moderate prices. 742

Steamers.

THE CHINA & MANILA STEAMSHI "COMPANY, LIMITED.

FOR MANILA (DIRECT.) The Co.'s Steamship.

Hongkong, September 10, 1887. 1819 UNION LINE.

FOR NEW YORK VIA SUEZ CANAL. The Steamship -Travancore.

Port on or about the 23rd Instant. For Freight or Passage, apply to RUSSELL & Co.,

Hongkong, September 16, 1887. 1804

FOR BANGKOK (DIRECT.) THE SCOTTISH ORIENTAL STEAM SHIP COMPANY, LIMITED.

The Company's Steamer Kong Beng. Captain F. W. PHILLIPS, will be despatched for the above Port on SATURDAY, the 24th Instant, at 10 a.m.

NAVIGAZIONE GENERALE ITALIANA (FLORIO & RUBATTINO UNITED COMPANIES.

SINGAPORE, PENANG & BOMBAY Having connection with Company's Mail Steamers to

ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), AND GENOA. -

dee to MARSEILLES, all MEDITER-RANEAN, ADRIATIC, LEVALTINE HIID South American Ports, up to Callao. Taking Cargo at through rates MADRAS, PERSIAN, GULF and BAGDAD.

Capt. Demarchi, will be despatched as above on ATURDAY, the 24th Instant, at Noon At BOMBAY, the Steamers are discharging n Prince's Docks. For further Particulars regarding Freigh

and Passage, apply to CARLOWITZ & Co.,

OCEAN STEAMSHIP COMPANY. FOR SHANGHAI VIA AMOY.

NINGPO, CHÉFOO, NEW-1 CHWANG, TIENTSIN, HANKOW and -Ports on the YANGTSZE.) The Co.'s Steamship.

For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Hongkong, September 16, 1887.

THE CHINA SHIPPERS MUTUAL STEAM NAVIGATION COM-PANY, LIMITED.

---YOKOHAMA. The Co.'s Steamship

Ningchow,

G. L. CASTLE, C'mander,

will be despatched for

the above Ports on or about the 24th Inst. -For Freight, &c., apply to -ARNHOLD, KARBERG & Co.,

PRICE, \$2 PER MONTH

Shipping.

Steamers.

STEAM TO YOKOHAMA, VIA NAGA SAKI AND KOBE. (Passing through the INLAND SEA.) The P. & O. S. N.-Oo.'s

Steamship

will leave for the above places on SATURDAY, 24th September, at Daylight, E. L. WOODIN,

Acting Superintendent P. & O. S. N. Co.'s Office. Hengkong, September 12, 1887.

The Steamship will be despatched for the above Ports on SATUR-DAY, the 24th Instant, at Noon. For Freight or Passago, apply to

FOR KOBE AND YOKOHAMA

GEO. R. STEVENS & Co., Agents.Hongkong, September 15, 1887.

CHINA NAVIGATION COMPANY, LIMITED. FOR PORT DARWIN, SYDNEY AND

MELBOURNE The Co.'s Steamship W. M. Dond, C'mander, will be despatched as

above on SUNDAY, the 25th Instant, at The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. First-class Saloon and Cabins are situated forward of the Engines. Second Class Passengers are berthed in the Poop. A Refrigerating Chamber ensures the supply of Fresh Provisions during the

entire voyage. A duly qualified Surgeon is carried For Freight or Passage, apply to BUTTERFIELD & SWIRE.

Agents. Hongkong, September 19, 1887.

FOR SWATOW. The British Steamer Capt. James Young, will be despatched as above on SUNDAY, the 25th Instant, at 8 a.m. For Freight or Passage, apply to

HOP HING HONG,

Hougkong, September 20, 1887. 1830 OCEAN STEAMSHIP COMPANY.

FOR LONDON VIA SUEZ CANAL. The Co.'s Steamship $Paliar{n}urus$. Captain Jackson, will be despatched as above on SUNDAY NEXT, the 25th Instant. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, -Hongkong, September 21, 1887. 1838 THE GIBB LINE OF STEAMERS.

FOR SYDNEY MELBOURNE AND ADELAIDE Calling at PORT DARWIN AND

-QUEENSLAND PORTS, and taking through Cargo for TASMANIA: NEW ZEALAND, &c.) The British Steamer New Grinca.

Capt. WALE, having arrived with part cargo from Japan and Foodlow, will be despatched as above on or about the 25th Inst. For Freight or Passage, apply to GIBB, LIVINGSTON & Co..

Hongkong, September 14, 1887. 1789 SHIRE LINE OF STEAMERS.

FOR YOKOHAMA AND KOBE

The Steamship D. Davies, Commander, will be despatched for the above Ports on the 26th Instant. This Steamer has superior Passenger Accommodation ...

For Freight or Passage, apply to ADAMSON, BELL & Co., Hongkong, Soptember 19, 1887: 1887:

. SHIRE LINE OF STEAMERS. -FOR LONDON AND HAMBURG. The Steamship

Breconshire.W. WARING, Commander, will be despatched for the above Ports on FRIDAY, the 30th

For Freight or Passage, apply to ADAMSON, BELL & Co.

Hongkong, September 20, 1887. 1834 -

Sailing Vessels. NORTHERN PACIFIC RAILROAD. FOR UNITED STATES AND CANADA.

(VIA YOKOHAMA & TACOMA.) The American Ship Alexander Gibson will be despatched from Yorko-HAMA -about 4th Proximo for TACOMA, in connection with the above Railroad, and the Undersigned are prepared to grant through Bills of Lading by her. For Freight, apply to

GIBB, LIVINGSTON & Co., Hongkong, September 15, 1887.

The 3/3 L.1.1. American Ship The 3/3 L.1.I. American Ship
Governor Robie,
BLANCHARD, Master, will load
here for the above Port, and will have quick despatch.

For Freight, apply to

Hongkong, August 22, 1887.

LONDON :-F. Atgar, 11 & 12, Clement's Lane, Lombard Street, E. C. GEORGE

STREET & Co., 30, Cornhill. GORDON & GOTCH, Ludgate Circus, E.C. BATES HENDY & Co.,-37, Walbrook, E.C. Samuel Deacon & Co., 150 & 154 Leadenhall Street. W. M. WILLS, 151, Cannon Street, E.C. PARIS AND EUROPE:—AMEDET PRINCE & Co. 36, Rue Lafayette, Paris.

Vol. XLIII. No. 7519.

AGENTS FOR THE CHINA MAIL

SAN FRANCISCO and American Ports generally :- Bran & Black, San Fran- Mr. James Lyon Playfair Sanderson, AUSTRALIA, TASMANIA, AND NEW ZEALAND :- GORDON & GOTCH, Mclbourne and Sydney.

CEYLON :- W. M. SMITH & Co., THE

APOTHECARIES Co., Colombo.

NEW YORK: -ANDREW WIND, 21, Park

SINGAPORE, STRAITS, &c.: -SAYLE & Co., Square, Singapore. C. HEINSZEN & Co., Manila. CHINA :- Macao, F. A. DE CRUZ. Swatoio, Quelun & Co.-Amoy, N.-Moalle. Foochow, Hence & Co. Shanghai, LANE, CRAWFORD & Co., and KELLY & WALHE. Yokohama, LANE, CHAW-

rord & Co., and Kelly & Co. Banks.

NOTICE.

RULES OF THE HONGKONG
SAVINGS BANK 1.-The business of the above Bank wil be conducted by the Hongkong and Shanghai Banking Corporation, on their premises in Hongkong. Business hours

on week-days, 10 to 3: Saturdays, 10 -Sums less than \$1. or more than \$250 | September, both days inclusive. at one time will not be received. No depositor may deposit more than \$2,500 in any one your. .—Depositors in the Savings' Bank having

\$100 or more at their credit may at their option transfer the same to the Hongkong and Shanghai Banking Corporation on fixed deposit for 12 months at 5 per cent, per annum interest. 4. Interest at the rate of 3½ per cent, per

annum will be allowed to depositors on their daily balances. 5.—Each Depositor will be supplied gratis with a Pass-Book which must be presented with each payment or withdrawal. Depositors must not make any entries themselves in their Pass-Books but should send them to be written up at least twice a year, about

the beginning of January and begin-

- Correspondence as to the business of

the Bank if marked On Hongkong Navinas' Bank Business is forwarded free. by the various British Post Offices in Hongkong and China. ,-Withdrawals may be made on demand but the personal attendance of the depositor or his duly appointed agent,

and the production of his Pass-Book

For the

HONGRONG & SHANGHAI BANKING

Corporation, T. JACKSON, Chief Manager. Hongkong, September 1, 188 .

CORPORATION. certain conditions and limitations as set RESERVE FUND,.....\$3,900,000 RESERVE LIABILITY OF Pro- 37,500,000

COURT OF DIRECTORS.

Chairman-O. D. BOTTOMLEY, Esq.

Deputy Chairman—Hon, J. Bell Inving.

HONGKONG & SHANGHAI BANKING

W. H. F. Darby, Esq. | Hon. A. P. McEwry. H. L. DALRYMPLE, S. C. MICHARLSEN, W. H. FORBES, Esq. J. S. Moses, Esq. H. Hoppius, Esq. | Hon. F. D. Sassoon. | address could be ascertained.

OHIRF MANAGER.

Hongkong THOMAS JACKSON, Esq.

City Hall, and is open to the inspection of Shanghai......Ewen Cameron, Esq. LONDON BANKERS. - London and County all persons interested. claimed land-to-which each Marine Lot Holder will be entitled under the scheme. HONGKONG.

N Chirrent Deposit Account at the rate

of 2 per cent. per annum on the daily interested, embedying, On Fixed Deposits:-For 3 months, 3 per cent, per annum. 4 per cent. in the line 5 per cent. 11 LOCAL BILLS DISCOUNTED. Credits granted on approved Securities,

and every description of Banking and

Drafts granted on London, and th chief Commercial places in Europe, India Australia, America, China and Japan.

Exchange business transacted:

Hongkong, September 20, 1887.

T. JACKSON,

Chief Manager.

Notices of Firms. NOTICE. CHAIKALLY FAZULALLY begs to requested to apply at once to Mr. C. I D give Notice that he has This Day CHATER, stating the numbers of the lots for Disposed of his Business and the whole of which they are agents, when copies will be HONGKONG BRICK AND CEMENT hie Stock of MILLINERY, DRAPERY, &co., to Mesers. STRINGER & Co., of 117, Queen's Road, who will carry on the Business in their own Name at 6 & 8, Peel Street and

Wellington Street. Hongkong, September 1, 1887.

NOTICE. FESSES. STRINGER & Co. having This Day PURCHASED the STUCK-IN-TRADE of SHAIKALLY FAZULALLY, MILLINER, DRAPER, &c. of 6 & 8, Peel Street and Wellington Street, beg to intimate their intention of Removing the whole of their present Stock from 117 Queen's Road to the above mentioned Premises, where they intend on future to carry on Business.

TAKASIMA COLLIERY AGENCY. NOTICE. HAVE This Day RESUMED CHARGE of the above ACENCY.

Hongkong, September 20, 1887.

H. J. H. TRIPP.

Hongkong, September 1, 1887. - 1730

(b.) Suggestions for its improvement or amendment in any direction. (c.) Pointing out any matters in connection therewith that stand in need of explanation or development. Mr. CHATER invites these communications

and to enable him the better-to serve both

parties, he may have an opportunity before

the Meeting on the 1st October, of sub-

mitting any proposed alterations or modifications to the Government, and be in better position at the meeting to answer questions, and discuss the amendments that | the above Company. may be proposed. Owners of Marine Lots and Attorneys or Agents of Owners who have not received the Circular letter and copy of the correspondence above referred to are earnestly

rwarded without delay. Hengkong, 16th September, 1887. 1702 NOTICE

HER MOST GRACIOUS MAJESTY'S JUBILEE: TT having been decided to CELEBRATE HER MAJESTY'S JUBILEE on WEDNESDAY and THURSDAY, the 9th Hongkong and China Gas Company, and 10th November, all MEMBERS of the LIMITED:-COMMUNITY are INVITED to Co-operate with | 'I have herewith much pleasure in testithe JUBILEE COMMITTEE by ILLUMINAT- fying to the quality of the FIRE BRICES as

By Order, 📉 🦠 J. H. STEWART-LOCKHART! Honorary Secretary, Hongkong, September 15, 1887. 1796

A charge of Three Children, 8, 6 and-Apply to 'A. B. C., care of China Mail Hongkong, August 1, 1887

A N EUROPEAN WOMAN, to take

that, in his capacity as intermediary between the Government and the Lot Holders.

a Central position as OFFICES for

PRICE, \$30 PER 1,000.

TATHEREAS it has been brought to the Notice of the Government of British North Borneo, that CHINESE who are DESIROUS of EMIGRATING to BRITISH NORTH BORNEO find a difficulty in doing so. owing to their want of knowledge of the Date of Departure of Ships and STEAMERS . It is hereby made known that a Commission of not more than ONE DOLLAR for each able-bodied adult Chinaman will be paid to whosoever may chiefly assist in procuring passages for Immigrants to British North Borneo, on a printed order from the Captain addressed to the Government Agents in Hongkong, who are hereby au-

By the Governor's Command, L. B. VON DONOP. Sandakan, 6th August, 1897.

Intimations.

BRITISH 'NORTH BORNEO. GOVERNMENT NOTIFICATION. No. 64.

TO SHIP-MASTERS, SHIPPING

AGENTS, &c.

thorised to pay such orders. Government Secretary.

For a few days only, Hongkong, September 5, 1887.

Hongkong, September 15, 1887.

INSTRUMENTS.

DIAMON-DS

Capt. McCastin, will be despatched for the above Port on FRIDAY, the 23rd Inst., at 4 p.m. For Freight or Passage, apply to RUSSELL & Co., General Managers.

Captain Logan, will be despatched for the above

For Freight or Passage, apply to YUEN FAT HONG, longkong, September 21, 1887. 1837

STEAM FOR

The Co.'s Steamship

Hongkong, September 21, 1887. (Tuking Cargo de Passengers at through rates

Orestes,
Capt. Hurchison, will be
despatched as above on SATURDAY, the 24th Instant.

FOR SHANGHAL HIOGO AND

Hongkong, September 19, 1887.

FOR NEW YORK.

RUSSELL & Co.

St. Andrew's CITY HALL, HONGKONG

TO-MORROW. EVENING. 23rd September, 1887.

GRAND COMPLIMENTARY BENEF R. PLANTAGENET LITTLEWOOD HONG KON N.G

LADIES AND GENTLEMEN MATRURS Musical Scientions by Signor CATTANEO.

PROGRAMME: --- PART L 1.—FantasiaLucretia Borgia. Signor CATTANEO. 2.—Recital, 'Virginia'... MAGAULAY. Mr PLANTAGENET LITTLEWOOD. 3.—Ballad, 'If'..........PINSUTI.

Mr R. WITHERS.

are brightest' (Mari-.WALLACE Mrs. R: FRASER-SMITH. 5.—Recital, 'Queen Mab'. (Romeo and Juliet). SHAKSPEARE. ME PLANTAGENET LITTLEWOOD. 6 .- Song, 'Golden Land' ... MATTEL

Mr S. GOWER. Duet. The Fishermen ... GABUSSI. Mrs FRASER-SMITH & Mr C. H. GRACE Interval.

Signor CATTANEO. 2. - Recital, 'How Jane Conquest rang the JAS. MILNE. Mr PLANTAGENET LITTLEWOOD. -Song, 'Charity' PINSUTI. Miss STOPANI

4.—Song, 'Queen of the Earth '.....PINSUTI Mr STEWART-LOCKHART. 5. - Recital, 'The Ladies' ... MARK TWAIN. Mr PLANTAGENET LITTLEWOOD. 6.-Song, The Song of Love's Sentinel '..... MATTEI Mr C. H. GRACE.

7.- Duct. 'O wert thou in The chuld blast's MENDELSSOHN. Mrs FRASER-SMITH & Miss STOPANI.

'NATIONAL ANTHEM? Performance to commence at 9 o'Clock. ADMISSION:—TWO DOLLARS.

KELLY & WALSH'S, LIMITED. Hongkong, September 22, 1887.

For Sale.

ITAWO Beautiful PONIES. One Bay Shetland PONY, One Black High Stepper Manila PONY, perfectly decile and well Em Remember this is the Farewell broke for harness or saddle. They can be seen at CHIARINI'S CIRCUS every day from 9 to 12 a.m. where more information can be given. Hongkong, September 14, 1887. 1788

FOR SALE. HLES MUMM & CHAMPAGNE, Quarts......\$20 per Case of 1 doz. _\$21 _{11.}.... Dubos Frères & de Gernon & Co.'s BORDEAUX CLARETS AND

Baxter's Celebrated 'Barley Bree . WHISKY,-\$77 per Case of 1 doz. GIBB. LIVINGSTON & Co. Hongkong, July 18, 1884.

Notices to Consignees. UNION LINE.

NOTICE TO CONSIGNEES. FROM ANTWERP, LONDON AND PENANG.

HE Steamship . Havre, Captain La PORTE, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading to the Undersigned for countersignature, and to take immediate delivery of their Goods

from alongside. Cargo impeding the discharge of the Steamer will be at once landed and stored at Consignees' risk and expense, and no Fire Insuranco will be effected. All Claims against the Steamer must be presented to the Undersigned on or before

cognised.

the 24th Instant, or they will not be re-RUSSELL & Co...

Hongkong, September 12, 1887. FROM ANTWERP, PENANG AND SINGAPORE.

THE Steamship Watergeus, Capt. Scott having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Cargo-impeding the discharge will be at once landed and stored at Consignees risk and-expense. SIEMSSEN & Co.,

Hongkong, September 19, 1887. FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. Electra. Captain MADSEN. -having arrived from the above Ports. Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take

Optional Cargo will be forwarded unless notice to the contrary be given before Noon To-DAY, the 20th Instant. Any Cargo impeding her discharge will | p.m., same day; all Parcel Packages be landed into the Godowns of the Kow-LOON PIER AND GODOWN Co. and stored at of same is required. . . Consignees' risk and expense?

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th Inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 27th Inst., at 10 a.m. No Fire Insurance has been effected. SIEMSSEN & Co.,

Notices to Consignees. STEAMSHIP ANADYR

COMPAGNIE DES MESSAGERIES

NOTICE TO CONSIGNEES. MONSIGNEES of Cargo from London Ships Ramanul and Manche, in con-

MARITIMES.

nection with the above Steamer, are hereby informed that their Goods-with the exception of Opium, Treasure and Viduables -are being landed and stored at their risk at the Company's Godowns, whence delivery may be obtained immediately after landing.

Optional Cargo will beforwarded on, unless intimation is received from the Consiguoes before Noon To-DAY (Friday), the 16th Instant, requesting it to be landed here. Bills of Lading will be countersigned by he Undersigned. Goods remaining unclaimed after FRI-

DAY, the 23rd Instant, at Noon, will he subject to rent, and landing charges at one cont per packet per diem. All Claims must be sent in to me on o before SATURDAY, the 24th Instant, or they No Fire Insurance has been effected.

G. DE CHAMPEAUX. Hougkoug, September 16, 1887.

To-day's Advertisements. MIARINI'S



To-night, 22nd September, 1887,

POSITIVELY LAST DAY.

RAND GALA NIGHTA For the Benefit of the PROPRIETO'R AND DIRECTOR. SIGNOR CHIARINI.

Always the Best Night of the Season. MONSTER-PROGRAMME. Tickets may be obtained at Messrs. Everything Attractive Placed Before

> Signor CHIARINI takes the opportunity of his Grand Gala and Benefit NIGHT, in which he will put into Requisition all the strongest Elements of his Troupe in order to leave a good remembrance of his Exhibition, to thank the generous Inhabitants of Hongkong for the liberal Patronage they hayo given to his Amusement.

· Secretary.

Hougkong, September 22, 1887. PUBLIC AUCTION

T ANE, CRAWFORD & Co. have been instructed to Sell by Public Auction. on Board of the Hulk Anton Gunther, near

Lai-chi-kok, on MONDAY, the 26th Instant, at Noon,-THE FOLLOWING GOODS 19 Bales GREY SHIRTINGS.

SPANISH STRIPE. 1 Piece LASTINGS. WHITE SHIRTING. _T_CLOTH_32_× 24, MUSLIN. 20 Doz. COTTON HANDKERCHIEFS FOREIGN TOWELS. 100 Packages LAMA BRAID.

76 Boxes WOOLLEN THREAD. 146 Packets MATCHES. TERMS OF SALE, -Cash on delivery. A STRAM LAUNCH will leave for the Hulk nt Eleven o'C ock.

LANE, CRAWFORD & Co., Hongkong, September 22, 1887.

U. S. MAIL LINE. PACIFIC MAIL STEAMSHIP COMPANY

THROUGH TO NEW YORK, VIA OVERLAND RAILWAYS, AND TOUCHING AT YOROHAMA, AND SAN FRANCISCO. THE U.-S. Mail Steamship CITY OF NEW YORK will be despatched for San - Francisco, via Yokohama, on TUESDAY, 11th October, at 3 p.m. taking Passengers and Freight for Japan, he United States, and Europe. Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railways, to Havana, Trinidad, and

Demerara, and to ports in Mexico, Centra and South America, by the Company's and connecting Stuamers. Through Passage Tickets granted England, France, and Germany by a

trans-Atlantic lines of Steamers. First-class Fares granted as follows :--To San Francisco \$200.00 To San Francisco and return, available for 6 months To Liverpool 3. 333.00 To other European points at proportionate rates. Special reduced rates granted to

Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to beobtained on application. - Passengers, who have paid full fare, reombarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance immediate delivery of their Goods from does not apply to through fares from China and Japan to Purope. Freight will be received on board until 4 p.m. the day previous to sailing. Parcel

Packages will be received at the office until should be marked to address in full; value Punjom & Sunghie Dua Samatan } 40,000 \$ Consular Invoices to accompany Cargo lestined to points beyond San Francisco in the United States, should be sent to the

Company's Offices in Sealed Envelopes addressed to the Collector of Customs at San For further information as to Passage and Freight, apply to the Agency of the Jompany, No. 50a, Queen's Road Central.

. C. D. HARMAN.

Equalization of Dividend Fund,

A. S. Watson & Co. Limited. 3,800 \$

HK. High-Level Tramways Co., Ld. 1,200 \$

11 1886 E.....

1884 с.....

Jones, Saigon September 17, Rice. Rus-SELL & Co. Kutsang, British steamor, 1,495, W. H. Jackson, Shanghai September 18, and Swa-

Capt. Wilkens, will be despatched as above on Clara, German steamer, from Whampoa SATURDAY, the 24th Instant, at Noon. Orestes, British steamer, 1,323, J. Hut-For Freight or Passage, apply to chinson, Liverpool August 26, and Singa-JARDINE, MATHESON & Co., pore September 16, General. —BUTTERFIELD & Swire. Hongkong, September 22, 1887.

LIMITED. FOR SWATOW, AMOY AND TAIWANFOO. The Co.'s Steamship

Capt in Hunter, will I despatched for the above Ports on SATURDAY, the 24th Instant For Freight or Passage, apply to DOUGLAS LAPRAIK & Co., General Managers.

To-day's Advertisements.

NETHERLANDS INDIA SPEAM

NAVIGATION COMPANY, LIMITED.

FOR BATAVIA, SAMARANG AND

SOURABAYA, VII SAIGON -

The Co, 's Steamship

AND SINGAPORE

DOUGLAS STEAMSHIP COMPANY,

Hougkong, September 22, 1887. INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR CHEFOO AND TIENTSIN The Co.'s Steamship

Cartain SAWER, will be despatched as above on SATURDAY, the 24th Instant, at 4 p.m. For Freight or Passage, apply to JARDINE, MATHESON & Co.,

General Managers. *Hongkong, September 22, 1887.

FOR SALE.

THE FRENCH SCREW STEAMER L L I S U SOf-1,173 Tons Gross, 778 Tons Net Regis - ter, with all her TACKLE, APPAREL and APPURTENANCES, as she now lies moored in this Harbour. Steamer has a New Boller put on her: she was Built in 1863.

For further Particulars and Cards of In-

apection apply to BAN HIN CHAN & Co., 85. Bonham Strand West. Hongkong, September 22, 1887.

THE CHINA GINGER MANUFACTUR INCSCOMPANY LIMITED A PPLICATIONS for SHARES in the -A-above Company should be sent in, addressed to the DIRECTORS, at the Office of Messis. J. G. Smith & Co., 43, Queen's

Road-Central—before the 30th Instant.

Hongkong, September 22, 1887.

Destination.

NOTICE.

SHIPPING ARRIVALS. steamer and American Mail steamer. September 22, 1887 :-Kwang Lee, Chinese str., from Whampoa Oxfordshire, British steamer, 998, C.

tow 21. General, -Jardine, Matheson & For SHANGHAL .the 23rd inst. For SAIGON.—

DEPARTURES September 22:-City of Rio Janeiro, for San Francisco. Amigo, for Amoy. Chingtu, for Thursday Island and Sydney. Decima, for Bangkok: P. N. Blanchard, for New York. Benalder, for Singapore and London. Yangtsze, for Shaughai. Atholl, for Saigon. Haiphong, for Coast Ports. Visayas, for Amoy and Manila.

CLEARED. Fee Cheu, for a cruise. Melita, for Cebu. -Raulton Dixon, for Kutchinotzu Kwan : Lee, for Shanghai. Clara, for Chefoo and Tientsin. Sussez, for Saigon.

PASSENGERS. Per Oxfordshire, from Saigon, 50 Chinese. Per Kutsang, from Shanghai, Mrs Roland and family, Mr Howell, and 57 Chinese. Por Orestes, from Now York, Messrs C. Catteler, T. Dumas, and 4 Chinese; from Tunis, 1 Frenchan; from Singapore, 500 Chinese.

DRPABIND ... Per Yangisze, for Shanghai, Messrs Katwinckel, Wm. Rose and D. Schnobe. Per City of Rio de Janeiro, for Yokohama, 1 Chinese; for San Francisco, Judge J. Bell, wife and daughter, Mr. J. Bonham Carter, 2 Europeans, and 154 Chinese. Per Decima, for Bangkok, 10 Chinese. Per Hydaspes, for Shanghai : from Hong. kong, Mrs J. Weston, Messra G. M. Camobell-and W. R. M. Parr; from London,

Messrs T. Tolliday, J. Mills, T. Calshaw Per Haiphong, for Foodbow, Mr J.: E Silbermann; and 220 Chinese, for Swatow. Per Benal ler, for Singapore, 12 Chinese. Per Atholl, for Saigon, 150 Chinese.

To DEPART. Per Brindisi, from Hongkong: for Singapore, Messrs G. Van Deldon and M. Van Doldon; for Bombay, Messrs D. Hoosung jee and M. A. Shaik Kunnoodin and native Per Kwang Lee, for Shanghai, 50 Chinese.

SHIPPING REPORTS The British steamer Oxfordshire reports: On 21st instant, experienced, 20 miles South of Handking, a heavy gale of wind com-

mencing at E. N E., blowing hardest at East, veering to E.S.E. and S.E. Squalls blowing hurricans force with very heavy rain, The British steamer Kutsang reports From Shanghai to Heachu, fresh S.W. winds and rain : Mence to Swatow moderate N.E. winds and fine weather. From 1848 Swatow to Hongkong, strong Southerly and

S.E. winds squally with rain, with very heavy S.S.W. swell. On the 2'nd instant, spoke steamer Yung Ching, English Mail The British steamer Orestes reports: Experienced very good weather until 20th instant, then very heavy typhoon. Left Ulysses at Jubal on the 26th Aug. brought on one saloon passenger for Shanghai.

POST OFFICE NOTICES MAILS will close:-Per Kwang Lee, at 3.30 p.m., on Friday, Per Chelydre, at 3.30 p.m., on Friday,

the 23rd inst., For BANCKOR. "Per Tritos, at 4.30 p.m., on Friday, the 23rd inst. For HAIPHONG .-Per Marie, at 5 p.m., on Friday, the 23rd inst., instead of as previously notified. For NAGASAKI, KOBE & YOKOHAMA Per Thibet, at 5 p.m., on Friday, the 23rd

For BANGKOK. Per Kong Beng, at 9.30 a.m., on Saturday, For SWATOW & BA GKOK.— Per Mongkut, at 10,30 a.m., on Saturday,

the 24th inst., instead of as previous. ly notified. For KOBE & YOKOHAMA.-Per Geelong, at 11.30 a.m., on Saturday, the 24th inst. For SAIGON, SINGAPORE & BATAVIA Per Borneo, at 11.30 a.m., on Saturday,

the 24th inst. For STRAITS & BOMBAY .-Per Stura, at 11.30 a.m., Saturday, the 24th inst., instead of as previously

For CHEFUU & THENTSIN. -Per Lee Bang, at 3.30 p.m., on Saturday, the 24th inst.

For SWATOW. -Per Pakshan, at 5 p.m., on Saturday, the 24th inst.

MAILS BY THE BRITISH PACKET. -British Contract Packet Brindis will be despatched on FRIDAY, the 23rd Inst., with Mails for the United Kingdom, Europe, and countries beyoud, vid Brindisi; to the Straits Settlements. Netherlands India, Burmah Ceylon, India, Aden, Egypt, Malta, and Gibraltar

e usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE ENGLISH MAIL he following hours are observed in closing Mails, &c., by the British Contract Packet :-

Day of Departure,— Noon. — Money Order Office-closes. 2 P.M. Rogistry of Letters ceases. Posting of all printed matter andpatterns ceases. P.M. Mail closed, except for Lat Letters. Late Feb of 10 cents until

3.10 P.M.-Letters may be posted with 3.30 P. M. -- When the Post Office closes 3.40 r.m.—Late Letters may be posted on board the packet with Late Fee of 10 cents until time of departure.

September 24, at noon,

Vessels Advertised as Loading.

Pate of Leaving. Captain.

Kong Beng (s) F. W. Phillips Yuen Fat Hong Sept. 24, at 10 a.m. Bremen, and Ports of Call. Leesang (s) Sawer. Jardine, Matheson & Co..... Sept. 24, at 4 p.m. London, via Suez Caual.......Palinurus (8).............Jackson........... .Butterfield & Swire ... September 25. London, and Ports of Call...... Brindisi (8)...... E. Ashdown Sept. 23, at 4 p.m. London and Hamburg Breconshire (s). W. Waring Adamson, Bell & Co...... Sept. 23, at 4 p.m. Stura (8)Demarchi. September 24, at noon. Messageries Maritimes..... September 29, at noon. Bept. 24, at daylight. .P. & O. S. N. Cg.... About September 23. Quick despatch. Butterfield & Swire Sept. 25, at daylight San Francisco, via Yokohama., Gaelic (s) O. & O. S. S. Co..... October 1, at 3 p.m. About September 24. Swatow Young Young Hop Hing Hong

SEPTEMBER 22, 1887 SHARE LIST -QUOTATIONS.

Paid- Position PER LAST REPORT. Last Dividence Closing Quotations, BANKS. 8,228.50 at 30/for ½ year 129, buyers working a/c to June 30/87 Hangkong and Shanghai Bank Corp. 60,000 5 3,900,000 2: A E 60 Tis. 100,000 Tis. 406,132.00 Tis. 23.65 for ris. 250, nominal North-China Insurance Co., Ld..... 3.059.767 % for 1886 The 102, sellers Vaugteze Insurance Company, Ld. ... 8,000 & Union Insurance Society Co., Ld. ... 10,000 5 314,012.96 \$61 p. sh. /85 \$80 per share, sellers 187,524.75 20 % V annum #65 China Traders' Insurance Co., Ld., 24,000 S 600.000 8 494,405,00 10 % for 1885 871, sales 125,771.298 % for 1886 \$225 per share, seller Chinese Insurance Co., Limited 1,500 s 200 3 28,711 50 328,567.46 \$27.60 for '85 \$380, Dec. 243.738.44 \$ 6 for 1885 \$77, sellers \$18; buyers 75,832.52 1008 200,000 8

Hongkong Fire Insurance Co., Ld. .. 8,000 hina Fire Insurance Co., Ld........20,000 * Singapore Insurance Company, Ld. 40,000 \$ The Straits Fire Insurance Co., Ld. 20, 000\$ The Straits Insurance Co., Ld........30,000 \$ STEAMBOAT COMPANIES. 5,9-1.80 7 % half year 97 % prem., buyers HK. C. and M. Steamboat Co., Ld. 40,000 B 8 % - par nominal Douglas Steamship Co., Limited 20,000 \$ 50 all Indo-China S. N. Company, Limited 18, 387 £ 1,387.5.9 7 % for 1885 121 % dis., sellers 60,000 shares issued..... 40 discount James and Manila S. S. Co., Ld. 3,500 5 MISCELLANEOUS. 1,492.91 61 % for 1 yr. 73 % prem., sales I'kong & Whampoa Dock Co., Ld. 12, 500 ; 1,527.3.11 10 % and 2 % \$130 per share, buyers, fully bonus for '54 HK. and China Gas Co., Limited, \ 5, 100 & 678.94 \$5 half year \$185 ii ex div., nominal Houghong-Rotel Company, Lt. 3,000 3,000 3,000 13,731.53 6 % for 1 year \$147 Ohina Sugar Company, Limited...... 15,000 s - 12 % for 1886 \$50 Hongkong Ice Company, Limited ... 5,000 \$ nominal all Hongkong Baker / Company, Ld. ... 600 }
Luzon Sugar Company, Limited ... 7,000 }
Perak Sugar Cultivation Co...... 5,000 Tl. ex div., nominal 514.58 10 % for 1886 \$110 129,303.18 None nominal Perak Tin Mining & S'ting Co. \$111, buyers Mining Co. 48 % prom., sellers HK. & Kow. Wharf & Godown Co. 17,000 \$ H'kong Rope Manufactory Co., Ld. 3,000 235 per share, buyers

Chinese Imp. (Ch. Bank Loan) 1885 2790 \$ 500 all + Depreciation and Insurance Fund.

T700,000 T1, 250

June 16& Dec. 1

Oct. 15___

12 % prem.

MEMOS. FOR TO-MORROW Shipping. h.m. English Mail leaves for Ports. of Call and Europe Meeting. 5.15 p.m.—Meeting of Members of the

Hengkeng Sricket Club. Amusements. 9 p.m.—Performance at the City Hall. Miscellaneous Goods per Steamer Inadyr unclaimed after Noon subject to rent.

General Memoranda. SATURDAY, September 24 :---Noon.-Meeting of Shareholders of the Douglas Steamship Co., Ltd., at the) General Managers office. Goods per Harre undelivered after th

date subject to rent Monday, September 26 :--Noon.-Auction of Sundries on Board of | be kept in a filthy condition. the Hulk Anton Gunther. Tuesday, Soptember 27:-Goods per Electra undelivered after the

date subject to rent. THURSDAY, September 29 :--3 p.m.—Meeting of Shareholders of Puniom and Sunghie Dua Samantan Mining Co., Limited, at No. 4, Olub Chambers.

Friday. September 30 :--

Application for Shares of The Ch be sent in before this date. Statement of Business with the Hongkong

SATURDAY, October 1 :--2.30 p.m. -Mr. O. P. Chater invites the Owners and the Attorneys or Agents of the Swimming Bath, to meet him in the City Hall. 3 p.m.—Inaugural Address of the College of Medicine for Chinese, Hongkong, delivered in the City Hall, by Dr

Patrick Manson. WATSON & Co.,

LIMITED. OUR NEW SEASON'S" VEGETABLE

SEEDS OWREADY FO DELIVERY.

VEGETABLE PARCEL, price \$7.50. FLOWER PARCELS, \$10 & \$5.

PECIAL FLORISTS' SEEDS in separate named varieties.

CATALOGUES ON APPLICATION. THE HONGKONG DISPENSAR

BIRTH. On the 22nd September, at No. 22, Caine Road, the Wife of Mr. James Mooney, of

Hongkong, September 20, 1887.

The publication of this issue commenced at 7.20 p.m.

The China Itlail. HONGKONG, THURSDAY, SEPTEMBER-22, 11887.

TELEGRAMS.

CAPTURE OF MOONLIGHTERS. London, 13th September. An ambuscade of Police captured eight men of a highest order of pianoforte playing, and gang of moonlighters in an attack upon a Herr Köhler proved himself & distinguished farmstead in county Clare. During the and talented artists in each morceaux of encounter an Tuspector was killed, others of the force wounded.

(From Singapore Papers.)

THE GOVERNMENT'S ACTION DENOUNCED.

London, 13th Sept .- In the House of Commons last night, Sir William Harcourt vehemently attacked the action of the Government in stopping public meetings in Ireland,-pronouncing it a flagrant illegality which Englishmon would never stand. M

ladstone concurred Mr Balfour retorted that when Earl Spener was Viceroy, numberless meetings were stopped, and, to adhere more strictly to the point, the present Government will persist in firmly upholding the law.

London, 14th Sept .-- Mr Dillon demand ed lenient treatment of Irish political prisoners. Mr Balfour declined to draw any distinction between the inciters to crime Kubabl in the Gulf of Sheet about a mouth and the actual perpetrators. Mr Parnell bitterly denounced the barbarity of this decision, and declared the Government answerable if the I rish people retaliated. Parliament will be prorogued var Friday

LOCAL AND GENERAL.

23; Amphitrile, Glaucus, 26; Anchises, Metapedia, Sept. 6; Glenfinlas, Niobe, 9; Benlawers, Telemachus, Sachsen, 13; Stentor, 16; Kaisow, Guy Mannering, HOMEWARD BOUND: James Watt, Aug. 12 Aberdeen, 30; Nestor, Cassandra, Sept.

The Canadian Pacific Line steamer Parthia about 22nd inst. The steamship Ira waldy, with the FRENCH and may be expected here on or about Thursday, the 29th inst. This Packet

9; Hankow, Prometheus, 16.

Hongkong on July 14. The P. M. S. S. Co.'s S. S. City of New York, with the AMERICAN MAIL of day, the 80th inst.

The China Shippers Mutual S. N. Co. steamer Ningchow left Singapore on the 17th inst., and may be expected here on or about the 23rd inst. The Union Line steamship Victoria left Singapore on the 17th inst., and me be expected to arrive here on or about

The Shire Line stormer Glamorganshire left Singapore on the 19th inst., and may be expected here on or about the 25th The Glen Line steamer Glengarry, from London, left Singapore for this port on the 19th inst., and may be expected here on or about the 25th inst.

The steamship Arratoon Apear, from Cal-

cutta, left Singapore on the 20th inst.

and may be expected here on or about

the 27th inst. A cowkeeper, residing at Shek Tong Shuigot his licence taken from him at the Police Court to-day for permitting his premises to

THE Agent of the P. M. S. S. Co. informs. us that the S.S. City of New York, with Mails, &c., from San Francisco to the 1st inst., via Honolulu, has arrived at Yokohama, and will leave for this port on the

THE Chinese Mail has a sensible article on Ginger Manufacturing Co., Ld., should an abuse of long standing which is becoming how-a-days, one would think, intolerable and Whampon Dock Co., Ltd., to be even to Chinese Officials. The great sent in before this date. City collects and takes in cast-away babies in large numbers, mostly girls. After of absent Owners of Marine Lots West nursing them for a short time the Institution sells out these little ones at a good profit. They used to be sold to respectable natives who either adopted them or made them domestic slaves, the price varying from \$10 to \$20; but now thrice that sum can be got from crimps who take them to Hongkong or elsewhere, to be exported for the vilest purposes. It is easy for women to pass such babies off as their own on board steamers, and many are so passed off from day to day. Surely it is high time for the Canton Authorities to forbid the sale of children from the Foundling Hospital.

> Two Mahomedans, Rabi Solman and Rabi Almers, were charged at the Police Court to-day with unlawfully obstructing Inspector Swanston by not allowing him to remove a dead body from the steamship Brindisi. It appears that on the 23rd August, one of the crew, a Mahomedan, died on board that vessel while she was lying at Jardine's wharf. The doctor refused to give a medical certificate, and the Inspector consequently went on board to remove the -body- The two defendants, one of whom was a brother of the deceased, interposed and threatened to kill the Inspector if heremoved the body, although they had been told they were at Hoerty to perform all the watchings and rites enjoined by their faith. Eventually, however, the doctor gave a cartificate that there was no reason to think that death occurred from other than natural causes. The only excuse which the defendants gave for their conduct to-day was that they wished to bury the body in accordance with the Mahomedan rites. They were each fined \$2.

Henn Köhler- gave his second pianoforta. recital in St. Andrew's Hall last evening before a very fair audience, the ball being nearly full. The programme selected was une capable of testing the calibre of the the programme. The brilliant rendering of the Finale from Mendelssohn's 1st Concerto was a perfect and finished study throughout, as was also the charming rendering of Jensen's Mill-wheel. Between Nicode's Tarantella and the Hungarian Rhapsody he played a part of Liszt's Gondoliers, which, we understand, he is to give in full at his next concert. Horr Köhler received enthusiastic applause during the evening, and the audience seemed thoroughly to appreciate a treat which one reldom has the opportunity of enjoying. The third concert will likely be given on Monday next, and we would advise all who have not yet heard this distinguished musician not to lose this opportunity,

THE B. B. Ulysses, one of the O. S. S. Company's fleet which went ashore on a reef at ago, is expected to become a total wreck. The fore-part of the vessel has got firmly fixed on the zeef, and although there is a depth of fifteen fathoms of water under her stern all efforts to bring her off have been unsuccessful. The Orestes, which arrived here to-day, was ordered to proceed to the assistance of the Ulysses, and took five steam-pumps CUTWARD BOUND :- Flintshire, Ulysses, Fee- along with her for that purpose, but even chett, Aug. 16; Victora, H. Haarfager, with these powerful appliances no diminution in the quantity of water in the vessel. could be made. After spending five days at Kubabl without much result, the Orestes proceeded on the entward voyage. A large proportion of the cargo of the Ulysses had to be jettisoned, but, as the after-part of the ship remained was to leave Yokohama on the 10th tight, a good deal of it was preserved inst, and may be expected here on or unharmed. Some of it, we understand, which has been consigned to merchants in Matt. of Aug. 26, was to leave Singapore Hongkong, will be brought on here by the on Thursday, the 22nd instant, at 6 a.m., steamer Glaucus. Soon after the Ulysses went ashore the crew were assisted in the brings replies to letters despatched from efforts to lighten the vessel by a party of seamen from H.M.S. Falcon,

the Lat Sept., is to leave Yokohama The wreck of the s.s. Tientsin was sold by on Saturday, the 24th instant, and may Public Auction at Amoy on the 14th instant be expected here on or about Thurs- by Mr Moalls; it fetched \$1,010, the

purchaser being a Chinaman,

was 16.41 N., 113, 37 E, there was a

cast sky and a heavy North-cast soa. The for that was about the actual time. The barometer then stood at 29.56 and wes gradually going down. The wind was North-west. At 2.40 the vessel's en-Gradually increasviolence: the wind before four o'clock had become a strong gale. and the sea had begun to run, high. The barometer at the hour mentioned stood at 29.42, and the wind was still North-west. At 7 p.m. the ship was put round to the southward and the engines put on full speed—barometer, 29.38. At nine o'clock the glass was still falling and it was deemed advisable to stop the ship and bring her head round to the North. After this the engines were kept going with just sufficient speed and there was a high, confused sea, causing the vessel to roll heavily and to Abusinia were far from inviting. ship large quantities of water. The bar. at twelve o'clock stood at 29.24. The wind had got into the West-north-west about 9,20, but at midnight it was West. 29.15, the wind having shifted to the West-south-west. The lowest wind which was now South-west was blowing | Marshall and his wife were not to blame B perfect hurricane. At 5 a.m. the glass had risen to 29.12 and the wind blew, still with hurricane force, from the South-south- they were not unsuccessful, and as time west, with a very high sea... The ship began to proceed at full speed at 5.30 with her head to the East. Up to eight time we entered the Gulf of Vancouver, on o'clock the gale continued to blow very hard, but an hour afterwards both the beautiful scenery, or more gorgeous sunset wind and the sea began to moderate, and none of us ever experienced or witnessed. the barometer had risen to 29.25. From that time all the way to port the barometer | good augury for the new line. gradually rose. The wind continued steady from the north-north-east and the sea was high all the way. The Orestes seems have suffered but very little from the

THE case against Mr Arthur Fisher, chief mate of the S.S. Geelong, was dismissed by Mr Mitchell-Innes at the Police Court today, after he had heard the evidence of Mr Hamilton Gardner, the second mate. This witness said that on the 15th inst. just warm. That's my advice. I speak at least after the ship arrived from Kobe the defendant was cleaning his revolver in cabin. He was working at three cartridges which had stuck in it the day before. Witness was working forward and on getting to and that, whew ! not a patch on the reality. the funnel looking aft he saw a Chinese aft and saw a Chinaman on the top of a hand and gave it a turn at the stauchion. Witness shouted to the men to clear off. making fast came on deck. Witness gave him a shove forward and the man walked | dian Pacific. Well, it took me 201 days to off the peop. Witness also shouted to the find this out for myself. man on the cross bar to come up, but he would not. Witness then heard two shots l'ed through the Castoms and checked with with a revolver. After that the man fell into the water, and he heard a third shot. Witness did not see who fired the shots, but he was confident they did not go any way near the man who fell into the water. A third Chinaman afterwards came on deck

and behaved in an insulting manner. Two large houses were burned out in swerely inflammable, just one year before between the plaintiff's lunk and the steamer Queen's Road West last night. The fire broke out in the first floor of No. 76, which is occupied as a druggistation on the ground floor and as a lodging for coolies above. The cause was the usual one namely, the tipsetting of a kerosine lamp. As there was a pretty large quantity of inflammable flames being fanned by a brisk breeze. The fire-brigades were speedily on the thrown on the burning house. The flames had, however, spread to the adjoining house, burned fiercely for nearly an hour; and at one time it seemed likely that the large tim. The house is occupied as an eating house and tea-shop, and might almost be considered a four-storey house, having a sort of cockloft above the verandah on the third floor. The height of this house rendered it difficult to ply the water on the top of it, where the flames were most intense. The firemen, however, succeeded in saving the house although it was considerably damaged by water, and the fire was put out about an hour and a half after the first alarm. This m rning there was a small outbreak at the corner house, but it was speedily out before much damage was done. All the property is said to be in-

One of the representatives of the sensational atations are to receive special attention.

We have been favoured with the followfor Hongkong, and arrived here to-day, ing extracts from a private letter, giving a reports having encountered the recent spirited sketch of the first experiences of a typhoon on the 20th. The vessel had fine China resident who went home recently by weather up to the latter date, but at noon way of Vancouver and the Canadian Pacific that day; when the position of the ship Railway :-

A man could not find much to say while strong increase on the wind, with an over-being hurried over a new route at the rate of about a thousand miles every 3% days, arithmetic of the business is this :-Started from Shanghai 21st May, an reached Liverpool 2nd July, chual Days 42 Allow for gain on Meridian.

	Total	<u></u> -4	
st at Nagasaki			
at Kobe	0.50	•	
at Yokohama		į.	
at Vancouver	0.50		
at Montreal .	2.00		
at Quebec	1.50		
at St. Lawrence	in fog 2.00	1	
·	Net days	3	

This is not bad work; but I was not then in the mood for journalising, having been compelled almost to take the route via Vancouver. I therefore went determined to take a jaundiced view of everything, and fully confident that everybody would be on my side ero half the journey were accomplished. I was wrong-completely out. never made a worse shot: so I had to hide my diminished head. I am very pleased l risen to a heavy gale came home through Canada At the out set things did not look promising. Th accommodation and appointments of the small and dirty, and almost destitute of furniture; Saloon also limited in dimensions and not over clean, etc.; attendance bad. The food was plentiful, but the cook-In ling, and the 'spread,' and the bread were. well-not what they ought to have been. And then the cold -44 deg. all the way at 2 a.m. on the 21st over the Pacific and no stove in the saloon nor one in the little box, '8 feet square, yelept the smoking room on the upper deck, into which I could seldom enter because of the smoke from half a dozen 'draw poker' pipes which were aglow 'from morn till dawy eve.' But a truce to grumbling. and they really did what they could to make every one of us passengers comfortable and happy. In the latter passed and the passengers got to know each other, things got settled into a pleasanter groove, and we were a happy family by the 13th June—a day never to be forgotten by any one of us, for a lovelier day, or more

> It was the crowning of our latter-day happiness on the Abyssi ia, and, as I took it, a We left Yokohama on the morning 31st May, and steamed North-east until we reached the 49.50 parallel, on which we ran nearly all the way over; weather fine but dull; wind light and slightly ahead, very cold (44 and 45 deg. Fahr.), and what a contrast to the Indian Ocean and Red Sea, in temperature and sea. Why, we scarcely-saw-a white crest in all our 145 days' steaming, and I wore a heavy peajacket which I had built in Yokohama on purpose. If you come home by the C. P., don't burthen yourself with light clothing, nor with much clothing of any kind let your traps be few, handy and light, but as regards the season and temperature o early June. Nor did we experience any

milder weather before entering the Gulf of Vancouver. But there it was heavenly. never saw, and certainly never could have fancied such a sunset outside of a theatre If you were to get hold of all the longest and best-sounding words in existence, and mast chafing the aft-most boat. He ran all the most gorgeously, splendiferously. painted works of art; including the entire lut of the most destructive of fires, voica--oabin port and another Chinaman under noes, rainbows, moonlight scenes, aurora neath another port further up. He took borealis, et hoc genus omne, and pile all tothe man, who was hanging on to a cross-bar gether in one vast conglomerate, and have a regular flare up, -- you could not approach at the port, to be in the act of stealing. The an unclouded sunset in the Straits of man at the top of the port had a rope in his Georgia. All the way from Shanghai 1 system would be both irksome and ruin- was under repair ten days. There are would not confess that the C. P. was the best route; but here I became an hones and enthusiastic convert. I confessed and The rope was let go and the man who was | denied not- I am glad I came home this way.' But you will ask me to say which is the better way-the P. & O. or the Cana-

> Vancouver, 14 June.—We said good-bye to the Abyssinia, and had baggage all passout any trouble or expense. Got 'aboard the train and settled down in my section of car, Yok hama. Start delayed somewhat by the non-arrival of an Indian (noble Red Man) Picnic. During delay inished optical survey of the 'city,' which is a city built of wood, paved with wood and surrounded by wood, and wooden- wong AFGH v. THE HONGKONG CANTON headed were the inhabitants, since nothing could be got out of them saving that the

took fire and was burnt out, stock, lock and | Powan, belonging to the defendants. barrel-not a vestige remained, and the place had all to be re-architected and was in plaintiff, and Mr F. H. O. Wilson (of Messrs course of being rebuilt. And yet the hotels | Wotton and Deacon) for the defendants. flourished—one almost for every house and I noticed this as a characteristic of \$970.36, the damages being arrived at chieff every city (!) in British Columbia. When in consequence of the loss of cargo caused by ever the train stopped, the city or station, the collision and the actual payments mad consisting perchance of half a dozen (if so by the plaintiff for repairs upon his junk stuff in the house the fire spread rapidly, the the accommodation of man (and beast). caused by the steamer Powan in accordance And then we were off. Shortly we drew up | with the particulars set forth. For loss on to let the Indian excursionists pass. And account of the delay caused by the neces such a crowd! but loyal withal, and appar- | sary repairs on the junk \$300 was claimed ently happy as the day was long. Several the loss under this head being estimated at bands of music in the train, and all braying | \$30 per day, which the plaintiff stated that morceaux at the same time. Passed Port curred very early on the morning of the No. 78, also a druggist shop. This shop Moody, the light of which as a city has been 29th June last. The junk left Lam Chan extinguished in three or four short months for Hongkong in the afternoon of the 28th by the extension of the railway to and the having cargo and passengers on board. corner house, No. 80, would also fall a vio ver, and lots of land, eligible and worth a reached Lam Kut Point. At that time the steamer. He immediately told me of it. some charm for him, but because the of unsettled issues, for it is but the other

school of journalism is about to make a run | were skirting a frothy, foaming torrent, or | bow of the junk, and, causing banto swing round the world in order to inspect the rushing round the confines or border of a round, struck her again. A quantity of the British Empire, and his impressions are to levely valley, heautifully watered with cargo on the deck of the junk was knocked London and the provinces. The coaling then slowly creeping up the face of a hill, being frightened got on to the steamer. precipice, or whisking round or through Mr Wilson said the Powan was on her way

the corner of a rock high above the rearing to Canton. She was going up the river with collision occurred the junk was a long way If it were advisable to do so, I could in and most clear sighted man I have found

Toop or S fashion at a gradient of 41 feel of the Powan, who was in charge of the Captain of the Powan once. and conjused as to make it utterly impossi- under the guard. ble for any one to disioin and describe the

could not do justice to it.

trollies pushed by navvies, from the eastern said so. I called out 'burn joss-paper.' had come out of her usual course. from the latter crossing us to the train we and joss paper.' He lighted some paper | Monday at two o'clock. had just left. Started about 10 a.m., and and so did I. We burned paper three soon we were in Manitoba and on the times. The steersman's name is Wong Prairies. Nothing interesting there. Long Hing. The joss paper made quite a blaze. long distances between stations, and and there was the for mast light as well longer still from farm-house to farm-house. The paper was burned near the helm. Occasionally the picturesque cow-boy, or a | the time we burned the paper the steamer noble red wigwam; was passed; but even had come within a short distance of us. with those, and beautiful though the count | When we commenced to burn the paper try was, all just bursting with the budding | the steamer was about 100 cheong distant. freshness of spring, the journey became We got all frightened by the time we had excessively wearisome. Nor did our state | finished hurning the paper and she was up improve until we neared the more inhal to us. We brought up four opam lamps bited districts, the older settled portion to the stern and just as we got them up the of Canada—as Brandon, Winnipeg, Port steamer arrived. We had no masthead Arthur, and so on up to Montreal, which | light, but we had a fore-most light. It was last city we reached on 'schedule' time a circular lamp, and was bought in Hongon Monday morning 20th June, after a kong for a quarter of a dollar. We were trip of 5 days 15 hours from Vancouver. Cost for one person, borth

4/2=£4.3.4 at 3/2 China exchange, Mexicans....... Add passage from Shanghai to Li-Incidental expenses, hotel Mont-

16 square meals, 75c. each

like, but then the passanger need not dis. | side were damaged. It was the port side burse more than he pleases in that way, of the steamer that came into contact with I place before you the cost for one indi- us. The cargo we lost consisted chiefly of pigs vidual which must be defraved while the and pea-nut oil. The goods were consigned present regime lasts. That there will be to me for sale to the best customer. Thave something done by way of reducing the had to make good the loss to the owner, and sleeping accommodation and the tariff soon | I have the receipts, I produce a receipt for rate, for instance, is absurd. You are of the loss of goods. I produce one receipt compelled to fill up thrice daily between for money I paid on account of the pig the hours of 8 a.m. and 5 p.m., a square lost. I had to go home and sell my daughmeal each time, or go without Passengers ter in order to make good that amount. ought to have the option of a light break. | produced another receipt for pea-nut oil fast, or a lunch, or specific dishes at an d la carte rate. Travelling with a wife and children, for instance, the square-meal I forgot to bring it here. The junk ously expensive—from \$5 to \$7 gold a-day. according to numbers, for food-alone. slice of bread and butter, with a cup of tea the junk was under repair these people and an egg, would have been better for were out of employment. I would need every one of us of a morning, and a sand. have \$30 a day because the yoyage is wich at mid day, than the elaborate hisi three days' duration, and we would make ness we were forced to go through and pay three voyages during the ten days. for. But it's all over, and I look back upon the trip with nothing but pleasure and satisfaction with myself for having made it.

SUPREME COURT. IN SUMMARY JURISDICTION. (Before Mr. A. J. Leach, Acting Pulence

Thursday Sept. 22nd, 1887.

MACAO STEAMBOAT COMPANY LIMITED. This was an action of damages raised in t place being constructed of wood and so consequence of a collision which took place Mr H. J. Holmes appeared for the Mr Holmes said this was an action for many) log cabins, had as many hotels for The damage to the goods on the junk was 'God save the Queen' and other choice he made with his junk. The collision oc-

station on the platform in rear of the cape board got frightened and called out save riage-wonderment ever-increasing, crowde life. The junk was quite helpless to ge ing my poor brain and mind at the ever out of the way and simply drifted. growing beauties of the scenery. Now we The steamer came on and struck the

8.00 about the size of my finger. It was sup-12.00 | plied by pea-nut oil. The light was at the top of the foremast about 20 feet in height. 20.00 It was not very bright not so bright as the lights on the junks at Hongkong. The Powan came down on us. 26.32 the people called out 'save life." water tanks were stove in and the water Whon the steamer struck the junk all the water. The passengers climbed up on the 410.00 Power and got on board by the port-holes. There are expenses, such as tips and such The bulwarks of the junk on the left hand It cost over sixty taels to repair the junk I have a bill of particulars for that also, but fifteen men altogether employed in-con-A nection with the junk. During the time make from \$40 to \$120 on each voyage. I would require \$30 a day because I have large payments; \$800 per month would be sufficient to pay my expenses. I had to pay my nien their wages while the repairs to the junk were going on, and I had also to provide food for them. My ex-

burning a cot on wick in it; the flame was

We got to Hongkong about three o'clock n the morning of the 29th June. On the 30th several of the foreigners from the Powan came to examine the junk. There were three of them. I did not understand what they said. One of them could interpress He asked me how much money would require to put my boat right. I said is the usual practice. The lamp holds about of the applicant for information. half a pound of oil. It was not trimmed

penses every day amount to over \$20:

\$30 would be sufficient to meet them.

short time back \$1500, are not now sale wind had dropped and there was a strong We first saw the steamer over the starboard material bearing that mark, previously pur- day that a very severe blow was struck at able at \$50. Bowling along through pine head tide. The sails were up, but the ves. bow. She was then about 100 cheong dis. chased by him, was eminently suited to his the Alt-Zeefelder, proposals in the strong woods, before us, behind us, on either side, sel was unable to make any way owing to tant I was frightened when I saw the needs. As he does not wish to be taken in recommendation sent in by the Military everywhere, we approach the Rockies, and the strong tide that was running against steamer first, and I could not say which of by a fraudulent imitation bearing the same Council to the Sultan to adopt the narrow. night overtakes us, or we overtake night. her. Some of the crew were rowing or the steamer's lights I saw first, It was the mark, he is rendered suspicious by any slight gauge system as the one best suited for Then the beds were made. I ought to have sculling, but the junk was making no green light I saw first. When I first saw ideparture from the mode of packing, or Turkey. This was the system advocated said that borths have to be secured at Van- headway. An approaching light was seen the steamer I saw two lights, one was marking which he had noticed as peculiar by the French group, but fortunately the conver before starting -cost, \$20 American at a distance of about 100 cheong. Seeing red and the other green. I know that to his original purchase. (=4/2) to Montreal, which is heavy. The this light apparently coming towards steamers carry several kind of lights. The Chinese purchaser will buy an article the constructors would benefit by the reducbeds, per se, are extremely comfortable, but him, the master of the junk directed but I don't know on which sides of the that suits him, no matter what mark it may tion of cost, the country would auffer in the sleep the first night is impossible; the rock- papers to be burned and called to the vessel the different lights are carried, bear, or how it is packed. Let the British increase of mileage and reduced speed ing is so awful. Rock me to sleep, steersman that the steamer was coming on The junk belongs to three partners and I manufacturer find out, through experienc. With the narrow gauge physical difficulties mother! Don't trust to that any more if them and asked him to burn some paper am the managing owner. I own a third of ed merchants in China, or by means would have been avoided by sharp curves, you enter a C. P. sleeper. Before turning and get a light on deck. At this time the vessel. I always sail with her. She is of commercial travellers or special agents, and the line would have gone on serpentin. in-indeed, long before dark-we halted junk had a light at the masthead. Paper licenced to carry 150 passengers. When what things a Chinaman will huy at a price ing, as the Adrianople Railway does, to the at a station hotel and had a splendid din was burned three times on deck and four the steamer came up on us we were within to yield a profit to the importer. Let disgust of its wearled passengers, causing ner consisting of delicious soup, excellent amoking lamps were brought up and placed 20 feet of some rocks and could not get out him then produce what is wanted, and them to traverse twice the actual distance. fresh salmon, lamb, mutton, reast beef, &c. on deck. As the steamer was still coming of the way. What I said to the Captain brand his manufactures with a mark All honour, then to the Sultan, who in -for which the cost was \$0.70=3/. Turned straight on and was then about a hundred of the Power was not that \$100 would be not in imitation of existing ones but as his wise selicitude for his subjects welfare. out very early next morning and took my feet distant; the passengers and others on sufficient to cover the damage, but that I distinct from them as possible, and he may cut short all furthers discussion by an wanted the Captain to make good the loss be certain that, so soon as the Chinese con- exercise of his Imperial prerogative, decidof the cargo and repair the junk. Some of sumer discovers that goods under this new jung that the most advantageous offer should the cargo on the junk belonged to people who mark can be depended on as being exactly be accepted. His Imperial Majesty has were on board at the time of the collision, what they profess to be, he will buy them: thus given to Eugland what was so keenly but none of the cargo that was lest be- If the manufacturer will then ask for the sought after in France. It is a convincing longed to passengers. I would not have assistance of Her Majesty's Consuls to pro- proof of the Sultan's sagecity and of the brought the matter into Court if it had vent, as far as possible, the frandulent use truth of the remark that has been made in be contributed to a number of papers in peaceful and placid rivers and streams, and into the sea, and some of the passengers not been that I was pressed to pay for the of this mark by other manufacturers, I am my hearing by more than one eminent per-

Re-examined by Mr. Holmes-When the every possible assistance.

torrent over which we hang as over an the flood tide, the wind being Westerly. She from the rocks; H could only see them this report give instances which would show out here. It may also be taken as evidence abves. making the most of us and the was heading N. N. W. and going at the rate dimly. It may have been only one or that, in the matter of marks, the British of the sincere desire of the Sultan to be on strongest of us feel something knotty lie of about 8 knots, the flood tide making at two cheong. After the collision, when we manufacturer does not always fill the role of in our throats, and glad when we reached the rate of about 1½ knots. The plaintiff's crossed Lam Kut Point we get a little wind victim; and the imperial Maritime Customs. a cannier spot. And so on and on, the junk was seen over the port how. She was which carried us along. We get up to the could furnish confirmatory evidence. Much scenery getting wilder and wilder and then steering an exactly parallel course to point by mear of the two ours. We did has been said lately of the loss of Britever wilder. And we crossed the Fraser, the Powan so that they were port to part, not alter our surse in any way just before lish trade, through the anathy of British River Canvon Bridge; then we crossed and if each vessel had kept her course they the steamer struck. We were going to merchants. Whatever may be the case the Selkirk Pass, rising and falling, could easily clear each other. The junk come out and then anchor. The pigs that elsewhere, I do not think this accusabut still nowards excelsion; and we reached had no light whatever. When at a distance were on deck were not in baskets but in a tion can be brought against the British.

to the 100 and we came to the Kicking vessel, told the man at the helm to give her By the Court—The height of the junk likely to yield a profit has can tried; but, Horse Pass; at the summit of the Rocky a little more room, and the helm was ported. above the deck is about I ft. 8 inches. as a merchant said to me the other day. Mountains. Such scenery! My dear While this was being done or immediately That was the protection which prevented When we get held of a soft thing we make work of God, as the Bible says. 'It isn't fellow, no mortal pen can describe it; it is afterwards the junk was noticed to after the pigs from falling into the water. There the most of it, but of course we don't go in the Bible, called out one of the opposisimply awful. We touched the summit of her course as if to cross the bows of the were seventeen pigs went overboard in the and publish all about it in the Times newsthe Pass at 10 p.m. of the 15th June. The Powan. The helm of the Powan was collision. I did not see them go overboard. paper. sun had long set, but the Peak of Mount ported more, and kept hard-a-port; the Wong A Hing said-I am steerman on the Stephen towering far away above us almost whistle was blown and the engine stopped, On Tak Lee of which Wong Afuk is master. that in Chefoo few openings are left un-

straight up, and the white clouds, were still but the junk came on. Just before she I remember the 28th of June last when the explored in the search for an outlet for gleaming like burnished silver and gold closed with the Powan the junk's helm junk left Lam Chan. We had cargo and British productions. from his beams. This is a very feeble and was put hard up and came right round un- and passengers. The wind was South-west. a very mixed sort of a description of the til she was heading almost in the same di- When we came to Lam Kut Point we saw ascent of the Rocky Mountains from the rection as the Powan, and her starboard the Powan. I. was steering. This was the Chinese with cheap grave-clothes. west; but the whole business is so mixed bow struck the port side of the Powen about *half-past twelve. The wind had special cotton fabric with a high glaze on dropped and it was flood tide. Our boat His Lordship said it was unnecessary to was making no headway. We got two ed from England, and dutiful children were sections one by one, unless he were to re- go into further particulars, and that he men to take ours and keep her enabled for a period to dress their morimain for ages in the territory, moving would hear the evidence. ... head steady. I saw a green light about 100 bund parents in funereal garments at an slowly from spot to spot and devoting his Wong Afak said :- I am master of the On cheong distant. I noticed nothing at first unprecedentedly low rate. The first thouwhole powers to the work; and then he Tak Lee junk. On the 28th of June I was but the light, but afterwards I saw it was a sand pieces of this material found a ready one about what I was telling you night bewith the junk at Lam Chan, in the Sun On steamer coming. The master was standing, sale, at a handsome profit to the importer, fore last, did you? That's a secret. Several Yankees were 'on board.' They district, near Namtan. My junk is a two- wear me and I called out to him 'There's The second thousand, however, hung so secret? Why, I didn't know it was secret. came from Frisco via Victoria to do the masted vessel of more than a thousand a steamer coming. I also called out to heavily on hand that it was not thought she replied kind of regretfully. Well, did Canadian Pacific route and to compare it piculs capacity. She usually carries burn joss-paper. The master also called out | worth while to import more. with the Central Pacific; and they, one poultry and goods to Hongkong, as well as to hurn just-paper. We had a light at the It is not known whether it was filial Thever thought of it since. I didn't know and all, caved in. The Central Pacific is passengers. On the date referred to we masthead on the fore-mast. The passen- piety, or the necessity in China of provided it was a secret. - Newport, Ky., Journal. grand, the Rio Grande and Yosemite; but started from Lam Chan for Hon, kong gers brought up four opium lamps on deck. ing grave-clothes before the death of the they are insignificant beside the Rockies, about half-past three in the afternoon. We When we tried to get out of the way of the person for whom they are intended, which At the months of such witnesses, therefore, had a large quantity of goods and over a steamer we did not alter the course of the led to the extinction of this promising you may take it that the British line and hundred passengers. There was a South- junk. When the steamer struck us our branch of the British import trade. territory are really superexcellent. And west wind as we left the port, and therefore | passengers went on board of the steamer. it was against us. We sailed on until it was The damage done to the junk by the

We des ended the eastern slopes during | dark by which we had reached Lam Kut Point | collision was that the water tanks were the anconscious hours of sleep, and next which is on an island of the same name. broken and the side of the vessel inmorning found ourselves jammed at a At that time it was about half-an-hour after jured. The cargo on the deck consisting pretty place called Banff by the 'wash-out' midnight. There was no moonlight, chiefly of pigs and pea-nut oil was knocked of a bridge, i.e., a bridge destroyed by the It was flood tide, and the wind had overboard. The junk remained near the logs and debris brought down from the ceased. We had our sails up, but the steamer between one and two hours. mountains through the melting of the snows | boat was not moving. We were keeping | during which time we were passing pasand the consequent swelling of the river, her against the tide by rowing. I heard sengers over. After the steamer left we Experienced a delay of about ten hours: a sound and saw a light, and it was said it went inside and anchored. We kept her were ferried over the stream by means of was the light of a steamer. The steersman head right with two cars. The steamer going train to the western, the passengers. I said to the steersman 'Set the lights' At this stage the case was adjourned till will readily recognise the enormous influences.

BRITISH TRADE IN CHINA.

Report for Chefoo. During the year 1886, Consuls in China East. Volumes have been written un have received numerous applications, either | the resources of Asia Minor, and the directly or through the Foreign Office, from | road about to be built is the one stroke merchants or Chambers of Commerce, for the barrier which prevents access to the information on various matters connected | The experience of the last few years in with trade. This information has been Aidin Villayet has abundantly shown given as far as possible, but there is one trade and commerce increase as the feature in the applications which have ways are pushed inland, and what mater reached Chefno which should not be passed | prosperity follows the removal of physic over without notice.

It seems to be taken for granted by many there was previously nought but the scrut British manufacturers and merchants, that | heath or bare steppe, as the iron ho the way to produce goods suitable for the makes its appearance, cotton and corn fie Chinese market is to slavishly copy native | spring into existence, for their owners kn models—even to their imperfections—and | that there is no fear now of their having to imitate favourite 'brands' or "marks." | leave their crops to rot upon the group I venture to predict that experiments in lowing to the impossibility of reaching

this line will result in failure, and loss to market. Fancy a sum of not less the Let the British manufacturer disabuse provisioning Constantinople in respect his mind of the idea that the Chinaman is a to three articles—of—consumption—I ridiculous person, who will buy goods-not | butter, and meat-when Anatolia is on account of their intrinsic value or ex- capable of supplying the whole of Turke cellence—but because a 'brand' or 'mark' Europe, with a large surplus for exporstrikes his fancy. There is not, in the tion. Such is the fact disclosed by an world, a more hardheaded, practical man at amination of the Custom-house records, and a bargain than a Chinese buyer. Is it sup- the greater portion of this money goes to posed that when a Chinaman buys a coarse- Russia, the hereditary for of the Empire ly-finished native razor; with an untrimmed It is well known that in many districts o twig for a handle, that he has a liking for Asia Minor more than half the crops ar its coarseness, or that extra finish of the left to rot upon the ground, and the pea

him? It is not so at all. The Chinaman | will enable them to drag on existence from is of opinion that the main object of buying one year to another. I am morally convinced. The chow-chow the money paid to the shipper on account a razor is to shave with it, and he, therer-single extra cash for a useless luxury. follow as in the case of Smrrna; after t

> native article, but that the imitation should staple products of the Angora distri be confined to essentials. For instance, the shape of the short, greater quantities since the rece thick-backed Chinese rezor is admirably improvement of the roads, adapted to its purpose—the shaving of being the case with so very slight heads, -as anyone can testify who has seen | amelioration of existing conditions, wh a native barber at work. The thickness of | may not be expected to follow the constru the razor-back gives weight to the instru- tion of a railway? The Imperial Gover ment, and steadies the hand of the operator, ment, as a guarantee, grants the increase

> way, as it were, over the head being operat- but even without such help there Similarly, the native likes his scissors to the traffic receipts, as the line more convenient; the want of finish, char- to Kurdistan and Persia. Angora and acteristic of the native article, is by no other large towns it will connect are all

> means an attraction to him. Recently some textile fabrics, expressly already exists that would more than suff made to imitate native goods, were import- to cover working expenses. In its wide ed into Chefoo, but, up to the present, the relations the new line will bring. Inc native buyer will not look at them except closer to England by some four or five day at a price ruinous to the importer. In a late application for information, the either the Pacific or the Siberian. The

following words occur: 'Particulars as to listing Ismid section is to be relaid, t the making up and folding of the pieces, sharp curves that at present prevent are most necessary, and of vital importance. hour being improved away, and the whole Cross-examined by Mr Wilson, witness smallest in marking, is futal. Orientals are travelling when necessary at the rate of said. We lighted our foremast light on the most suspicious in these matters.' The fifty miles as hour. The line is to be night of the 28th about seven o'clock. That italics are not mine, but appear in the letter brought in from Haidar-Pasha to Scutari,

after being lit that night. We arrived at | dent upon the imitating the marking of | These works, it is understood, are to be the place where the flood tide-stopped us | bales so closely as to prevent all 'suspicion' | commenced forthwith, as also the extension about half-past twelve. We were almost on the part of the Oriental, then the trade of the line to Ada-Bazaar, the first stage on casting anchor. A short time after we had is in a bad way. The Oriental is suspicious | the road to Angora and Bagdad. reached the Point we saw the steamer. We it is true, but of what? He is suspicious | The fortunate possessors of this conceshad not been moving for about half an hour. (and apparently not without reason) that sion—the winners, as it may well be said When we stopped we were heading South- when an article is offered to him, it may not of the Grand Prix of Enterprise in Turkey east but at the time of the collision we were be what it seems He remembers, perhaps, -are Messrs. Altand Zeefelder, the lessees heading due east. When the steamer came that on a certain occasion he bought a piece of the Haidar Pasha and Ismid Railway in contact with us the water bore down on of shirtings, or other material which bore a Great credit is due to them for their the junk and caused her head to slew round particular mark and that this material was perseverance, for their rivals have been to the East. The man who was on the good and serviceable. He wishes to buy many, and the contention sharp. Unless; watch, Lam Atung, was asleep when the another piece with the same mark, not as however, the shrewd perspicuity of the steamer came on to them. The steersman the home manufacturer would seem to sup. Sultan had been brought into play, the establishment of the terminus at Vancou- Very early in the following morning she was the first person on board to notice the pose-because the mark itself, possesses matter would still have remained in the field

quite sure he wil obtain from the Consuls son who has visited Constantinople. His

the Glaciers. Then up the hill basin in of about 120 to 150 yards the second mate place partitioned. I have only seen the merchants in Chefoo. I am inclined to think that nearly everything that seemed his speech.

One instance will be sufficient to show-

It appeared to one enterprising firm that, there was money to be made by supplying it, to give it a silky appearance, was order-

THE NEW THROUGH ROUTE TO

An Imperial irade by the Porte has been issued granting to a group of British financiers the privilege of constructing a railway to Bagdad: The full significance of this event, says a

correspondent of the Globe at Constantinople, may not at first appear, but those who know the country and its present condition ence it will have upon the future of A Minor. It marks a new departure in political economy of Turkey, the dawn renewed prosperity, and the approach From Actin , Consul Bristow's Consular restoration to Constantinople of her commercial crown as the emporium of difficulties to freedom of intercourse. Wh 3,000,000l, being annually spent abroad

blade-or handle would be distasteful to santry have no incentive to raise more than

The new railway, as it extends inland fore, insists that it should cut. As, however, | will tap between Ismid and Angora some o beauty and finish are not necessaries in a the most productive ports of Turkey, and razor, he, as an economist, declines to pay a very large increase of trade will natural do not mean to say that the British extension of its lines. Moh ir, cattle manufacturer should in no way imitate the grain, hides and tallow, fruit, and oth already begin to appear at Ismid who, with the tips of his tingers just touch- of the tithes * naturally expected to fe ing the back of the razor, gently feels his low development of ways and mean every prespect of good returns from be made with large bows, as he finds these be the great through route for Asia Min

the present caravan-route, so that a train thus providing a mail route shorter th and the marking of the bales or packages higher speed than twenty-five miles per The slightest defect in appearance, or line is to be so constructed as to admit of so as to offer a port at its terminus protect-If the success of British trade is depen- ed from wind and sea in all directions.

Sultan was wise enough to see that, although

good terms with England.

Some one threw a head of cabbage at Luatius Donnelley while he was making a speech once. He paused a second and said Gentlemen, I only asked for your ears; I don't care for your heads!' He was not bothered any more during the remainder of

A Kingston orator in a debating club recently said : 'An honest man is the noblest tion. 'Well, it ought to be,' triumphantly xclaimed the orator as he continued his address. - Kingston Freeman.

The young Lord Carmarthen, in conduct ing a canvass for election to the British House of Commons, exhibited a sharp wit. During a speech be made several happy retorts upon persons who sought to annoy him Among them was this: 'Does your mother! know you're out?' was asked. 'She does.' replied the little ford; but she hopes to near on Tuesday that I am in-

"SAY.' said Berkey to his wife yesterday at dinner, you didn't say/anything to any vou tell it? I want to know.' Why, no;

Quotations Hongkong, September 22. PIUM—New Patna, cash,.. 4787 to 4811 .Old ,, — cash. 476∤° New Beneree, cash, 4824 New Malwa, cash... 520 Allowance, Taels... 44/48 Old Malwa, cash,... 540/60 Allowance, Tacls... 48/80 Persian, Oily, cash 550 Allowance, Taels... None Persian, Paper fied 650 Allowance, Taels ... None

uvu	(19)
flu-	Exchange.
Asia	
the	Honokona, Sept. 22.
1 of j	n Loudon—
ning	Bank, Wire, 3/2
lost	On demand 3724
the	30 days sight. 3/21
pon	4 months' sight, 3/21
iron	Uredits, 4 ,, ,, 3/22
ent	Uredits, 4 ,, $3/2\frac{3}{4}$ Documentary, 4 months sight, $3/2\frac{3}{8}$
em.	On Paris—
the	On Paris— On demand, 4.02
	Gredits, 4 months' sight, 4.10
how rail-	On New York—
erial	On New York— On demand,
gienly	Credits, 60 days' sight 781
here	n Bombay—
oby	Wire, 2231
orse	On demand,
elds	On demand,
now	On Calcutta— Wire, 2231 On demand, 224
g to	On domand
und_	On Shanghai—
	—On demand, 725
ig a than	30 days sight, 731
d in	Gold Leaf, 100 fine 32.30
	30vereigns, \$6.20
only	
our,	Temperature.
well	(Taken at Messrs Falconer & Co.'s Premises,
y in	() in any a Dand
orta-	Queen's Road.) BAROMETER— 9 A.M 29.97
OX-	DATOMORPH A WWW. *** SA'MA

$oxed{L}$	<u>Un_Shanghai—</u>	
. .	On demand	725
ì	30 days' sight.	73 1
n.	Gold Lear, 100 kms	32.30
y	Bovereigns	\$6.20
	Temperature.	
	(Taken at Messrs Falconer & Co	. 1. D
n -	Queen's Road,	. s rremues,
-	BAROMETER- 9 A.M	29.97
1	Do. 1 P.M	29.96
0	Do. 4 P.M	29.95
i	THERMOMETER-9 A.M	82
î	Do, 1 P.M.,	84
ë	Do. 4.P.M	83
	Do. (Wet bulb) 9 A.M.	77
n	Do. 1 P.M.	- 78
ŭ.	Do. 4 P.M.	78
٠.	Do. Maximum	
f	Do. Minimum over night.	80
f		

u a.	OHINA COAST METEOROLOGICAL							
lly	REGISTER							
he	SEPTEMBER 21.—AT 4 P.M.							
le,								
her		Post [Pi I	L	M 10	١		
rict		100	at a	ij	ģ		ă	្នឹង
in	station.	3 8 2		Ē	2	8	즿	
ent		E o E	Temperatur	Humdity.	Direction.	Force.	Weather	- E
ıch		Rarometer red to sea level and 320 Fht.	H		ä	Γ,	,	Rain during previous 24 hr.
an				_		: : 		
hat			· · [=] ·	5.5	i •	-		
uo-	Bolinao			 —	8	2	C	-
rn-	Halphong.	[29.65]	-02	91	NNW	2		-
oes	Hongkong			81	ese	8	0	<u> </u>
ol-	Ашоу	29.82		73	SE	4	C	s <u>a. </u>
na,	Foothow		91	62	E.	1	b	
ĬŠ	Shanghaj	29.79	84	85	N	1	C	
om	Nagasaki			_	NW	1		0.30
vill	Wi ⁷ ostock	. 29.69	59	_	NNW	5	C	_
nor	S n	PTEMB	ים מים			•		
the	Bolinao	90 OI.	80	مبد. رو ا		-		
on'	Manlia	20,01	ov	_	SE	*	O	-
ffiq	Haiphong.	28 17	91	94				
ice	Hongkong	20.0	OT		,			0.00
der	Amoy	20.00	O#.	73		3	0	0.20
dia	Shanghai	00.00	77	79		3	. C	14 To 1
ys,	Nagasaki.	20 06		- I	DE.	4	_0	
11111	Wostock	20.70			N	2		-
eX-	Thaten	 	-54	<u> </u>	_₩-	4	-Ъ	7
the :	The typ	Hoon a	bbea	ts to	nav	e p	assed	over
3.	southern_	iginan	<u>and</u>	<u> </u>	ne e	out	<u>trof</u>	Hni
4 5 ·	phong.	t has	prot	Bbly	y ente	erec	<u>i nor</u>	thern

Annam by this time. W. DOBERCH,

Government Astronomer.

Hongkong Observatory, September 22. . 1. BAROMETER, reduced to 32 degrees Fahrenheit, and to the level of the ses in inches, tenths and hundredths. 2. TEMPERATURE, in the shade in degrees, 'abrenheit. 8. Humidity, in percentage of saturation, the

humidity of air saturated with moisture being 4. Direction or Wind, to two points. 6. FORCE OF WIND, according to Beaufort -

6. STATE OF WEATHER, b blue sky, c desched clouds, d drizzling, rain, flog, g gloomy, t hair, t lightning, o overrast, p passing showers, squally, r rain, s snow, t thunder, w visibility

7. HATEL in Inches, tentha and hundredthe. METEOROLOGICAL REGISTER. AT 4 P.M. TO-DAY. Temperature Humidity . Direction of Wind Force . . . Weather . Hongkong Observatory, Sept. 21, 188;

SUN AND TIDE TABLE FOR -HONGKONG. (From The Hongkong Almanack.) SEPTEMBER. Day of Morn. Aft. Rises.

11.45 5.51 0.24 1.42 5.51 1.4 3.19 6.51 1.47 6.49 #1-High water at Whampon : hre. 30 mins. later than at Hongkong; at the

Barrier : 3 hrs. 15 mins. ; at the Salt Flats: 3 hrs. 30 mins.; at Shameen: -3-hrs.-45-mins.

Moon-First Quarter 21d. Oh. 41m. siter. Majesty Abdul Hamid Khan is the best

and American patients, and iriducts,	\	addr
has TAKEN THE OFFICE formerly oc-	· · · · · · · · · · · · · · · · · · ·	
cupied by Dr. Rogers,	(NAME) SIE EST TOTAL TOTAL	Frei
No. 2, DUDDELL STREET.	AUSTRALIA.	F
	V. B. Cargo can be taken on through Bills	4 p.
CONSULTATION FREE.	of Lading for RATAVIA, PERSIAN	Ā
CONSOLITATION	GULF PORTS, MARSEILLES,	and
and families	GULF PORTS, DERICOLINES	and
Discount to missionaries and families.	TRIESTE, HAMBURG, NEW YORK	<u>υρ.</u>
Sole Address	AND BOSTON.	F
2, DUDDELL STREET,		appl
(Next to the New Oriental Bank.)	I TTTHE PENINSULARS AND URLENTAL STRAM	
Hongkong, January 12, 1885. 66	NAVIGATION COMPANY'S Steam-snip	· <u>-</u>
Totty kotty, valuaty 22.	I DELLA DIST. Cantain E. ASHDOWN, WITH I	Н
	Her Majesty's Mails, will be despatched j	<u> </u>
NOTICE.	I from this for LONDON direct, via SUEL	
	CANAL and usual Ports of Call, on	
THE Undersigned are Sole Agents for	FRIDAY 23rd September, at 4 p.m.	
Hongkong and Manila for the Sale of	Cargo will be received on board until	
THE MONTSERRAT LIME JUICE,	10 a.m. on the day of sailing.	· · ·
AND		. 8
THE MONTSERRAT LIME JUICE	Parcala and Specie (Cold) as the	·-·: ~
CORDIALS		
A S WATSON & Co., LD.	For further Particulars regarding	'AN'
Hongkong, May 3, 1887. 864		P
Houseway army of root.		E
Wind Wind	TION, COMPANY'S Office, Hongkong,	
Mr. Andrew Wind,	The Contents and Value of Packages are	
NEWS AGENT, &CO.	required to be declared prior to shipment.	L
21, PARK ROW, NEW YORK; is	Shimmers are particularly requested to	
21, PARK ROW, HEW TOTAL, IS	note the terms and conditions of the Com-	GA
authorized to receive Subscriptions,	l pany's Black Bills of Lading.	
Advertisements, &c., for the China Mail,	1 " as laws to a set the cubit of their hard 1	
Operland Ohina Mail, and China Review.	gage can do so on application at the Com-	Ţ
	pany's Office.	ΑŤ.
T 01170 7 000	E. L. WOODIN,	
Insurances.	Acting Superintendent.	_
	.1	N_{c}
NORTH BRITISH & MERCANTILE	P. & O. S. N. Co.'s Office,	
	Hongkong, September 12, 1887. 1762	
INSURANCE COMPANY.		gar Julya Si
		7
THE Undersigned, Agents of the above	Occidental & Oriental Steam-	
— Company, are authorized to lusure	<u> </u>	\ <u>\</u>
against FIRE at Current Rates	Ship Company.	Ste
		wit

-GILMAN & Co.

Hongkong, January 1, 1882.

THE LONDON ASSURANCE

INCOMPORATED BY ROYAL CHARTER OF

His Majesty King George The First,

A. D. 1720.

THE Undersigned having been appointed

prepared to grant Insurances as follows :-

Marine Department.

Policies at current rates, payable eithe

Fire Department.

Life Department.

Policies issued for sums not exceeding

QUEEN FIRE INSURANCE COM-

PANY.

HE Undersigned, AGENTS for the above

RISKS against FIRE at Current Rates.

Company, are prepared to ACCEPT

NORTON & Co.

HOLLIDAY, WISE & Co.

Policies issued for long or short periods at

here, in London, or at the principal Ports

of India, China and Australia.

£5.000 at reduced rates.

Hongkong, July 25, 1872.

Hongkong, July 15, 1887.

Agents for the above Corporation are

Prospectus.

THE RAWANG TIN MINING

COMPANY, LIMITED.

INCORPORATED UNDER THE INDIAN COM-

Divided into 6,250 Shares of \$20 each,

\$2 on application; \$4 on allotment; \$2

on 1st December, 1887; \$2 on-1st

February, 1888. No further

Calls to be, made without a

Notice of one month, and

each Call not to exceed

-821 per Share.

Directors:

THEODORE SOHST, Esq., (Merchant)

THOMAS SCOTT THOMSON, Eso.

CUMBERLEGE CHARLES NORTHEY

LEE KENG YONG, Esq., (Merchant),

YAP KWAN SENG, Esq., of Kwala Lum-

Bankers:

CHARTERED MERCANTILE BANK C

INDIA TONDON'S OTHERS

 $\neg Solicitors:$

MESSES. RODYK & DAVIDSON,

ALEXANDER JAMES GUNN, Esq.,

Accountant, Singapore.

General Agents:

MESSRS. W. R. SCOTT & Co., Merchants

No. 5, COLLYER QUAY, Singapore.

THE SUBSCRIPTION LIST will be

Shares may be sent to the CHARTERED

MERCANTILE BANK ON INDIA, LONDON &

CHINA, Singapore. Copies of Prospectus

Mails.

SINGAPORE, PENANG, GOLOMBO,

ADEN, SUEZ, PORT SAID,

MALTA, MARSEILLES, GIBRALTAR

BRINDISI, ANCONA, VENICE,

TRIESTE AND LONDON:

and Forms of Application can be obtained

from the Bank's Branch in Hongkong.

1st September, 1887.

CLOSED on the Morning of SATUR-

GLASS, Esq., (Merchant), Singapore.

por Selangor, owner of the Pudu,

'Simpah,' 'Pansimpah' and 'Sung-hoi Kryon,' Tin Mines, Selangor.

(Advocate and Solicitor), Singapore,

JAMES GUTHRIE DAVIDSON,

"(Merchant), Singapore.

Payable as follows :-

To Let.

DAVID SASSOON, SONS & Co.

TO BE LET

With Immediate Possession.

CUITE of ROOMS fronting the Praya

and Pedder's Street upon the Ground

Floor of Building recently occupied by

These Premises are well adapted for

Apply to SHARP & Co.,

TO BE LET

THE HONGKONG DISPENSARY.

TO LET.

(With Eurly Bossession.).

THE DESIRABLE & RESIDENCE

Situated on the BONHAM ROAD

Intimations.

NOTICE.

HONGKONG AND WHAMPOA DOCK

C HIPMASTERS and ENGINEERS are

their arrival in this Harbour, NONE of

the Company's FOREMEN should be at

hand. Orders for REPAIR'S if sent to the

HEAD OFFICE, No. 14, Praya Central, will

In the Event of Complaints being found

necessary, Communication with the Under-

signed is requested, when immediate steps

will be taken to rectify the cause of dis-

Hongkong, August 25, 1885.

- DENTISTRY

FIRST CLASS WORKMANSHIP.

MODERATE FEES.

MR WONG TAI-FONG.

Surgeon Dentist.

TERLY ASSISTANT TO DR. ROGERS,)

(FORMERLY ARTICLED APPRENTICE AND LAT-

T the urgent request of his European-

A and American patients and friends,

D. GILLIES,

receive prompt attention.

respectfully informed that, if upon

COMPANY, LIMITED.

GREENMOUN'T,

Hongkong, March 17, 1887.

HOUSE, Commanding extensive Sea

Estate Agents,

COMPORTABLE FURNISHED

Marine House.

GILMAN & Co.

BISNEE VILLA, PORFULUM,

Hougkong, August 1, 1887:

View, and very Cool in Summer.

Hongkong, June 16, 1887.

Apply to

Apply at

TO LET.

DOOMS in 'College Chambers.'

Hongkong, May 25, 1887....

Messis. Melchers & Co.

OFFICES or STORES.

TO JAPAN, THE UNITED Noon, Cargo will be received on board STATES MEXICO, CENTRAL AND until 4 p.m., Specie and Parcels until 3 SOUTH AMERICA, AND EUROPE, p.m. on the 28th Instant. (Parcels are not to be sent on board; they must be THE OVERLAND RAILWAYS, left at the Agency's Office). Contents and Value of Packages are required. ATLANTIC & OTHER CONNECTING The Steamer has splendid Accommodation and carries a Doctor and Stewardess. STEAMERS. For further Particulars, apply to THE Steamship GAELIC will be despatched for San Francisco, via Yokohama, on SATURDAY, the lst Connection being made at Yokohama,

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office, until 5 p.m. the day previous to sailing. First-class Fares granted as follows :-To San Francisco ... \$200.00 To San Francisco and return, 350.00 To other European points at proportionate rates. Special reduced rates granted to Officers of the Army, Navy, Civil Service and the Imperial Chinese Customs, to be obtained on application. Passengers, who have paid full fare, reembarking at San Francisco for China or Japan (or vice versa) within one year will be allowed a discount of 10 %. This allowance does not apply to through fares from China

with Steamers from Shanghai and Japan

TAKING CARGO AND PASSENGERS

Not Responsible for Debts. and Japan to Europe. Aleither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or in the United States, should be sent to the Crew of the following Vessels, during Company's Offices, addressed to the Collectheir stay in Hongkong Harbour:tor of Customs, San Francisco. ALLIE Rowe, Hawaiian brig, Captain J. or Passage, apply to the Agency of the to us. Phillips. - Wieler & Co. Company, No. 50A, Queen's Road Central. - CLAN MACKENSIE, British ship, Capt. G. C. D. HARMAN. R. Harris. -Order. IRIS, German schooner, Captain Thos. E. Hongkong, September 10, 1887.

Hongkong, September 3, 1887. 1692 The Overland-China Mail WEEKLY JOURNAL FOR THE HOME MAIL. TS PUBLISHED to suit the Departure of each English and French Mail as it was decined of special importance that a weekly budget of news should be prepared, Essex it was decided to issue it weekly. ESubscribers at Home, and those at the Coast Ports and in the interior, who find the paper for their perusal, will welcome the Monocacy change. The Overland China Mail, now a Mordi weekly compendium of news from the Far

East, contains special Commercial intelli-gence, special tables of Shipping, and other information. The various Reports of Courts Palos and Meetings, and all other news, are given in full as they appear in the Daily issue. The attention of Advertisers is directed Consular Invoices to accompany Cargo among old China hands and others, both destined to points beyond San Francisco, at home and in the Far East, who do not take the daily journals. The Overland China Mail will be regularly posted from the China Mail Office to sub-For further information as to Freight scribers, on their addresses being forwarded Turenne Vestnik SUBSCRIPTION Per Arrhum, . . . \$12.00, postage, . \$1.00 " Quarter, - - 3.00, in Single Copy,

U. S. sloop Commander Moltsoff Russian gunbost Captain von Hoven German gun-vessel Captain Zarine Russian cruiser Navezdink Capt. Courtin 2400 U. S. corvette U. S. gunboat Captain M. Foret French gunboat 420 540 French gunboat

German gunboat

Córea BANGKOK. Singapore In port on September 7, 1887. Vladivostock Yokohama Siam. bqe. Advance Lieut. Com. Thomas Nelson .. Yokohama Siam, 3 sc. Caroline. On a cruise Siam. bqe. Foodbow Lieut. Commander Poidloue Haiphong-Hermann Yokohama Kim Chye Seng Sism. bqe. Captain Buge 2200 French cruiser Hongkóng Captain F. Cravosia Siam. sch. 1458 Italian cruiser Captain Raphael d'Andrade Hongkong Matilda Ger. 540 Portuguese gunboat Captain Th. Avellan Kobe Q. Sorette 3000 Russian cruiser Commander Sucurioff. Corea Queenof England Siam. sh. 1000 Russian cruiser Commander Boyle Japan Standard 60 Russian gunboat Macao-Commander P. I. Gouveia Ta Hongkong Siam, boe. Portuguese gunboat -610 Yokohama Captain Juge Young Siam Siam bqs. French frigate **5880** Yokohama : Captain Lang Capt. de Maroller 1330 Russian corvette Yokohama Printed and published by GEO. MUERAY 480 French gunboat Captain Makaroff Kobe 2950 BAIN, at the China Mail Office, No. 2. Russian corvette Vladivostock Commander Molchoneky Wyndham Street, Hongkong. Russian gunboat

Captain Joeselike